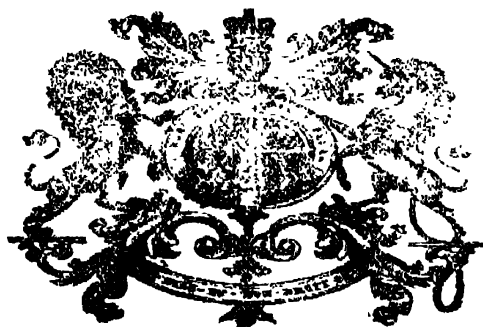


ADMINISTRATION REPORT
ON THE
RAILWAYS IN INDIA
FOR THE
Calendar year 1906

BY
THE RAILWAY BOARD.



Dated the 20th May 1907.

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APPENDIX 1.

List of open lines of Railway at the close of the calendar year 1906 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Num-ber.		Name of Railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1906, UNDER SEVERAL HEADS OF CLASSIFICATION.										REMARKS.
Main head.	Sub-head.						State lines worked by agency of		Guaranteed railway.	Assisted railway.	Unassisted railways.	Lines owned by Native States and worked by agency of			Lines in store.		
							State railway.	Company.				Native State.	Company.	State railway.			
A																	
5	(b)	Agra-Delhi Chord.	A. D. C.	Great Indian Peninsula Ry. Co.	15-11-04	5' 6"	...	125.99	...	...	...	...	...	...	...	Rake lines.
2	(g)	Ahmedabad-Dholka	A. D.	Bombay, Baroda and Central India Ry. Co.	23-2-03	3' 3½"	...	...	...	...	37.50	...	...	...	...
2	(h)	Ahmedabad-Parantij.	A. P.	Bombay, Baroda and Central India Ry. Co.	1-6-07	3' 3½"	...	...	...	...	54.70	...	...	...	...
9	(h)	Amritsar-Patli	A. P. T.	North Western State Ry.	21-9-06	5' 6"	...	...	...	...	27.10	...	...	...	...
11	(a)	Assam Bengal	A. B.	Assam-Bengal Ry. Co.	1-7-05	3' 3½"	...	778.28	...	...	...	...	...	...	...
6	(b)	Azhal-Mangalore	A. M.	Madras Ry. Co.	21-8-06	5' 6"	...	56.35	...	...	...	...	...	...	...
B																	
24	(a)	Barnet-Basirhat Light.	B. B. L.	Barnet-Basirhat Light Ry. Co.	1-2-05	2' 6"	...	...	...	...	24.06	...	...	...	...	Subsidized by District Board.
25	(a)	Barri Light	B. L.	Barri Light Ry. Co.	1-3-07	2' 6"	...	...	...	...	78.50	...	...	...	...	Government land provided free.
22	(b)	Bellary-Rayadrug	B. R.	Southern Mahratta Ry. Co.	1-7-05	3' 3½"	...	33.35	...	...	...	...	...	...	...
12	(a)	Bengal and North-Western.	B. & N. W.	Bengal and North-Western Ry. Co.	2-1-84	3' 3½"	...	...	...	...	942.18	...	...	...	...	Government land provided free.
13	(a)	Bengal-Dumra	B. D.	Bengal-Dumra Ry. Co.	15-1-03	3' 3½"	...	...	...	...	38.19	...	...	...	...	Subsidized by District Board.
13	(a)	Bengal-Dumra Extensions	B. D. E.	Bengal-Dumra Ry. Co.	20-1-00	3' 3½"	...	...	...	...	116.56	...	...	...	...	Government land provided free.
1	(a)	Bengal-Nagpur	B. N.	Bengal-Nagpur Ry. Co.	18-0	5' 6"	...	1,004.61	...	...	...	...	...	...	...
6	(L)	Bezwa Extension	B. E.	Nizam's Guaranteed State Ry. Co.	10-2-09	5' 6"	...	20.58	...	...	...	...	...	...	...
14	(a)	Bhavnagar-Gondal-Jouagar-Porbandar	B. G. J. P.	Bhavnagar-Gondal-Jouagar-Porbandar Ry.	20-12-80	3' 3½"	...	...	...	...	...	344.19	...	...	...	Includes 5.23 miles of dock estate and quarry lines.
		Bhopal-Haro (British section).	B. I.	Bhopal-Haro (British section).	1-6-82	6' 6"	...	13.11	...	...	...	...	...	...	...
		Bhopal-Haro (Native State section).	B. I.	Bhopal-Haro (Native State section).	18-11-84	5' 6"	...	...	...	...	...	...	...	...	...
5	(J)	Bhopal-Ujjain	B. U.	Great Indian Peninsula Ry. Co.	11-11-06	5' 6"	...	...	...	...	...	...	...	113.7	...	
18	(b)	Bikaner	J. B. B.	Jodhpur-Bikaner Ry.	9-12-01	3' 3½"	...	...	...	...	...	245.35	...	...	...
5	(a)	Bina-Guwana-Bagun.	B. G. B.	Great Indian Peninsula Ry. Co.	25-9-05	5' 6"	...	...	...	...	...	...	...	147.61	...	
22	(c)	Brar-Shimoga	B. S. G.	Southern Mahratta Ry. Co.	1-12-89	3' 3½"	...	...	...	...	...	...	...	37.02	...	
2	(a)	Bombay, Baroda and Central India.	B. B. & C. I.	Bombay, Baroda and Central India Ry. Co.	10-2-00	1' 6"	...	504.35	...	...	...	...	...	...	...	Includes 33.23 miles of 3' 1½" gauge line between Virangam and Wadhuwan.
20	(a)	Buxtiarpore-Bihar Light.	B. B.	Buxtiarpore-Bihar Light Ry. Co.	1-7-04	2' 6"	...	...	...	...	18.60	...	...	...	...	Subsidized by District Board.
15	(a)	Burma	B.	Burma Railways Co.	2-5-77	3' 3½"	...	1,310.15	...	...	...	...	...	...	...
C																	
10	(c)	Cawnpore-Burhwal (metre gauge link).	C. B. M.	Oudh and Rohilkhand State Ry.	21-11-00	3' 3½"	79.00	...	...	...	...	...	...	...	...	Excludes 3.40 miles of the Lucknow-Bareilly railway between Aishbigh and Dalganj, worked over, but includes 16.79 miles of mixed 5' 6" and 3' 3½" gauge line between Burhwal and Barabanki and 0.20 mile on the Cawnpore Bridge of the Oudh and Rohilkhand State Railway.
3	(J)	Cooch-Bihar	C. B.	Eastern Bengal State Ry.	15-9-03	2' 6"	...	...	...	...	...	...	...	...	39.80	
27	(a)	Cutch	C.	Cutch Ry.	18-5-05	2' 6"	...	...	...	...	...	...	11.67	...	...
D																	
9	(J)	Dandot Light	D. L.	North Western State Ry.	5-7-80	2' 6"	0.18	...	...	...	...	...	...	...	...	Subsidized by the Local Government.
35	(a)	Darjeeling-Himalayan.	D. H.	Darjeeling-Himalayan Ry. Co.	23-8-80	2' 6"	...	...	...	...	61.00	...	...	...	...	Subsidized by the Government of India.
4	(b)	Delhi-Umballa-Kalka.	D. U. K.	East Indian Ry. Co.	1-3-81	5' 6"	...	...	...	...	168.36	...	...	...	...	Subsidized by the Government of India.
16	(a)	Deoghur	D.	Deoghur Ry. Co.	23-12-82	3' 3½"	...	...	...	...	4.70	...	...	...	...	Government land provided free.
Carried over							88.78	4,603.07	...	1,562.04	...	691.21	341.10	33.80	...		

APPENDIX 1—contd.

List of open lines of Railway at the close of the calendar year 1906 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

No. and Name of Railway.		Date of first opening of any portion for traffic.		Gauge.		LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1906, UNDER SEVERAL HEADS OF CLASSIFICATION.										REMARKS.
Main Section.	No.	Name of Railway.	Date of first opening of any portion for traffic.	Gauge.	State line worked by agency of	Guaranteed railway.		Assured railway.	Unassured railway.	Lines owned by Native States and worked by agency of			Total.			
						State Railway.	Company.			Native State.	Company.	State Railway.				
		D— <i>cancelled.</i>	Brought forward	65.78	1,563.07	...	1,542.14	...	691.21	341.10	33.00	...				
14	(b)	Dhulegaon	D. H. R.	Dhulegaon Goods Junction—Purnea	1-6-08	3' 3"	...	...	...	2.83	...	...	...
17	(a)	Dibrudanga	D. S.	Assam Railway and Trading Co.	Aug. 82	3' 3"	...	...	77.50	...	...	...	...	Subsidized by Local Government.
		E														
		Eastern Bengal State—														
		Behar, Kaunthodhar and Northern sections.		24-8-77	3' 3"	732.30	...	...	...	...	...	...	...
3	(b)	British section, Sontabari, Jorhat and Janghat-Krishnanagar and Teo-ta-Kani gram attached.	I. B. S. M.	Eastern Bengal State Ry.	1-7-78	2' 6"	55.01	...	...	...	...	...	...
		Dacca section.		4-1-77	3' 3"	85.97	...	...	...	...	...	...	...
3	(a)	Central, Eastern and Southern sections.	E. B. S.		2-1-77	6' 6"	407.95	...	...	...	...	...	...
4	(c)	East Indian	E. I. R.	East Indian Ry. Co.	15-8-54	5' 6"	2,163.79	...	...	...	...	...	...
		G														
2	(a)	Gackwar's Dabbar	G. D.		8-4-73	2' 0"	...	...	...	...	84.4	...	...	
2	(b)	Gackwar's Mohana	G. M.	Berhampore, Barabani and Contai Ry. Co.	21-3-87	3' 3"	...	...	...	...	92.03	...	...	
2	(d)	Godhna-Patna-Nagda.	G. P. N.		16-1-90	5' 6"	141.14	...	...	...	...	...	...
5	(a)	Great Indian Peninsula.	G. I. P.	Great Indian Peninsula Ry. Co.	18-4-53	5' 6"	1,561.03	...	...	...	...	...	...
22	(a)	Guntakal-Mysore (contract).	G. M. E.	Southern Mahratta Ry. Co.	1-7-72	3' 3"	110.50	...	...	...	...	...	...
5	(c)	Gwalior Light	G. L.	Great Indian Peninsula Ry. Co.	2-12-09	2' 6"	...	...	...	...	183.53	...	...	
		H														
19	(d)	Hardwar-Delra	H. D.	Gandhi and Rohilkhand State Ry.	1-2-00	5' 6"	...	32.04	...	...	...	...	...	Guaranteed under modern contract.
22	(c)	Hindupur (Yesavapur-Mysore Junction).	H.	Southern Mahratta Ry. Co.	15-12-02	3' 3"	...	...	...	...	61.35	...	...	
22	(f)	Hooper-Kottar	H. K.		1-4-05	3' 3"	46.03	...	...	...	...	...	...
36	(a)	Howrah-Amra Light.	H. A.	Howrah-Amra Light Ry. Co.	1-7-97	2' 0"	...	...	37.19	...	...	...	...	Subsidized by District Board.
37	(a)	Howrah-Shakhalia Light.	H. S.	Howrah-Shakhalia Light Ry. Co.	2-6-97	2' 0"	...	...	10.75	...	...	...	...
9	(c)	Hyderabad-Godavari Valley.	H. G. V.	Nizam's Guaranteed State Ry. Co.	21-10-09	3' 3"	...	...	...	...	391.13	...	...	Includes 5.83 miles of mixed (5' 6" and 3' 3") gauge line between Hyderabad and Secunderabad over which the Nizam's Guaranteed State railway trains also work.
		I														
5	(f)	Indian Midland	I. M.	Great Indian Peninsula Ry. Co.	10-1-78	5' 6"	809.86	...	...	...	...	...	...
Carried over					1,367.07	9,408.88	33.04	1,076.48	...	612.04	1,154.22	33.00	...			

Num- ber.		Name of Railway.	Letters used to denote kinds of railways.	Railway administra- tion by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1905, UNDER SEVERAL HEADS OF CLASSIFICATION.					Lines owned by Native States and worked by agency of	Lines in foreign territory.	REMARKS.	
Main line.	Sub- sidy.						State lines worked by agency of	Guaranteed railway.	Assisted railway.	Un- assisted railway.	Native State staff.				Com- pany.	State rail- way.
J															
2	(j)	Jamru (Siwa) Ma- dhopur.	J. S. M.	Bombay, Baroda and Central India Ry. Co.	10-11-05	3' 3 3/4"	The British section of this railway forms an integral portion of the North Western State railway. Includes 3.97 miles of dock estate lines.
0	(c)	Jammu and Kash- mir (Native State section).	J. K.	North Western State Ry.	15-3-60	5' 6"	...	...	...	...	...	...	15.09	...
14	(e)	Jamnagar	J. N.	Bhavnagar Gen- eral-Jamnad- Porbander Ry.	5-1-07	3' 3 3/4"	...	...	...	...	...	...	51.21	...
14	(d)	Jodhpur-Bajkot	J. R.	Jodhpur-Bikaner Ry.	12-4-90	3' 3 3/4"	...	...	...	...	...	...	16.21	...
18	(a)	Jodhpur	J. B.	Jodhpur-Bikaner Ry.	24-6-82	3' 3 3/4"	...	...	...	...	...	...	163.80	...
18	(c)	Jodhpur-Hydrabad (British sec- tion).	J. H.	Jodhpur-Bikaner Ry.	18-8-91	3' 3 3/4"	...	123.18	Worked by the Jodh- pur Bikaner railway. The Native State section of this railway forms an integral portion of the Jodhpur railway.
38	(a)	Jorhat	J.	Jorhat Ry.	15-12-84	2' 6"	...	31.75	...	...	...	...	...	...
1	(b)	Jubbulpore-Gondia Extension.	J. G. E.	Bengal-Nagpur Ry. Co.	18-4-03	2' 6"	...	245.05	...	...	...	...	...	...
K															
30	(a)	Kalka-Simla	K. S.	Delhi Umballa- Kalka Ry. Co.	9-11-63	2' 6"	...	50.14	14.65
21	(b)	Karaikkal-Piralam	K. P.	South Indian Ry. Co.	14-3-08	3' 3 3/4"	...	...	...	...	...	...	...	...
9	(b)	Kharagpur-Ko- hat (Ind.)	K. K. T.	North Western State Ry.	25-5-91	2' 6"	...	91.73	...	...	...	...	...	...
0	(c)	Kolar-Gold-fields	K. G. T.	Madras Ry. Co.	1-6-14	5' 6"	...	...	...	...	...	...	...	...
22	(g)	Kolhapur	K. L.	Southern Mahratta Ry. Co.	21-4-91	3' 3 3/4"	...	...	...	...	...	...	20.27	...
L															
17	(d)	Loda and Tikak- Mangochia Col- liery	L. T.	Assam Railway and Trading Co.	17-2-84	3' 3 3/4"	8.60	Guaranteed under old con- tract. Includes 1.93 miles of mixed 5' 6" and 3' 3 3/4" gauge line between Baga- wala and Kirtan Block hut and 1.04 miles of 3' 3 3/4" gauge line between Kirtan Block hut and Tadepall.
20	(b)	Lucknow-Bareilly	L. B.	Rohilkhand and Ku- maon Ry. Co.	12-10-84	3' 3 3/4"	...	297.01	...	...	...	...	...	...
9	(d)	Ludhiana Dhuri- Jakhai.	L. D. J.	North Western State Ry.	10-1-01	5' 6"	...	...	...	...	...	...	...	75.65
6	(a)	Madras	M.	Madras Ry. Co.	1-7-56	5' 6"	...	...	904.61	...	...	...	...	...
6	(d)	Madras (North- East line).	M.N.E.	Madras Ry. Co.	20-2-93	5' 6"	...	497.19	...	...	...	...	...	...
10	(a)	Madras	M. D.	Madras Ry. Co.	18-1-06	2' 6"	...	18.63	Rebate line.
10	(a)	Morvi	M.R.W.	Morvi Ry.	11-7-86	3' 3 3/4"	...	...	...	...	...	...	71.01	...
1	(c)	Mourbhauj	M. B.	Bengal-Nagpur Ry. Co.	21-3-87	2' 6"	...	...	...	...	...	...	20.70	...
3	(c)	Mysore-Jaganm- ath	M. J. J.	Eastern Bengal State Ry.	15-10-98	3' 3 3/4"	...	...	...	...	53.25	...	...	...
22	(b)	Mysore-Nandagund	M. N.	Southern Mahratta Ry. Co.	1-12-91	3' 3 3/4"	...	...	...	...	...	...	15.90	...
22	(a)	Mysore Section (Southern Mahr- atta).	M. S.	Southern Mahratta Ry. Co.	1-2-81	3' 3 3/4"	...	226.23	...	...	...	...	...	...
N															
2	(c)	Nagda Ujjain	N. U.	Bombay, Baroda and Central India Ry. Co.	15-7-06	5' 6"	34.32	...	Includes 5.87 miles of mix-<

APPENDIX 1—concl.

List of open lines of Railway at the close of the calendar year 1906 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Num-ber.		Name of Railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31ST DECEMBER 1906, UNDER SEVERAL HEADS OF CLASSIFICATION.										REMARKS.
Main head.	Sub-head.						State lines worked by agency of		Guaranteed railway.	Assisted railway.	Un-assisted railway.	Lines owned by Native States and worked by agency of			Lines in foreign territory.		
							State railway.	Company.								Native State itself.	Company.	State railway.
		P			Brought forward.		4,105.07	10,907.3	936.05	1,729.70	8.60	1,271.00	1,038.21	128.29	14.06		
2	(k)	Palampur-Deesa	P. D.	Bombay, Baroda and Central India Ry. Co.	11-11-03	3' 3 1/2"	...	17.28	...	...	...	...	...	...	...	This line is the joint property of Government and the Palampur Durbar.
1	(d)	Parlakundi Light	P. L. L.	Bombay, Baroda and Central India Ry. Co.	1-4-09	2' 6"	...	...	...	...	...	...	24.02	...	...
2	(d)	Peland-Cambay (Anand-Tarapur section).	P. C. A.	Bombay, Baroda and Central India Ry. Co.	5-5-00	5' 6"	...	...	...	...	...	...	21.50	...	...
2	(c)	Peland-Cambay (Tarapur-Cambay section).	P. C. T.	Bombay, Baroda and Central India Ry. Co.	20-6-01	5' 6"	...	...	...	...	...	...	12.30	...	...
21	(c)	Pondicherry	P.	South Indian Ry. Co.	15-12-79	3' 3 1/2"	...	...	...	...	...	...	...	...	7.86	
20	(c)	Powayan Light	P. W. L.	Bohikund and Kumaon Ry. Co.	17-6-00	2' 6"	...	...	...	39.50	...	...	...	...	...	Government land provided free.
		R															
1	(c)	Raipur-Dhanteri	R. D.	Bombay, Baroda and Central India Ry. Co.	10-9-00	2' 6"	...	60.94	...	...	...	...	...	...	...
2	(c)	Rajpipla	R.	Bombay, Baroda and Central India Ry. Co.	1-7-07	2' 6"	...	...	...	...	...	...	37.37	...	...
9	(c)	Rajputana-Rhatinda	R. R.	North Western State Ry. Co.	1-11-84	5' 6"	...	...	...	...	...	...	...	107.05	...	
2	(d)	Rajputana-Malwa	R. M.	Bombay, Baroda and Central India Ry. Co.	14-2-73	3' 3 1/2"	...	1,774.30	...	...	...	...	...	...	...	Includes 2.10 miles at Ujjain, 3.7 miles between Arracantonment and Agra East Bank stations and 0.91 mile between Lahori gate cabin and Brewery cabin at Pitha, laid on the 5' 6" gauge and 26.28 miles of mixed (5, 6' and 7.42") gauge line between Rhatinda and Kot Kapura over which the North Western State railway trains also work.
20	(c)	Robikund and Kumaon	R. & K.	Robikund and Kumaon Ry. Co.	12-10-84	3' 3 1/2"	...	...	...	117.87	...	...	...	...	...	Subsidized by the Government of India.
		S															
6	(f)	Shoranur Cochin	S. C.	Madras Ry. Co.	2-6-02	3' 3 1/2"	...	...	...	...	...	...	64.75	...	...
4	(c)	South Behar	S. B.	East Indian Ry. Co.	5-7-09	5' 6"	...	...	...	78.76	...	...	...	...	...	Rebate line.
21	(c)	South Indian	S. I.	South Indian Ry. Co.	15-7-61	3' 3 1/2"	...	1,130.00	...	...	...	...	...	...	...
23	(a)	Southern Mahratta	S. M.	Southern Mahratta Ry. Co.	21-3-84	3' 3 1/2"	...	1,042.64	...	...	...	...	...	...	...
9	(f)	Southern Punjab	S. P.	North Western State Ry.	10-11-07	5' 6"	...	...	...	425.33	...	...	...	...	...	Rebate line
9	(g)	Southern Punjab "Ludhiana" Extended	S. P. E.	North Western State Ry.	10-6-05	5' 6"	...	...	...	153.05	...	...	...	...	...
		T															
21	(d)	Tanjore District Board	T. D. B.	South Indian Ry. Co.	2-4-04	3' 3 1/2"	...	...	...	103.36	...	...	...	...	...
2	(f)	Tapti Valley	T. V.	Bombay, Baroda and Central India Ry. Co.	1-12-18	5' 6"	...	...	...	155.48	...	...	...	...	...	Rebate line.
33	(c)	Tarakeswar-Magra Light.	T. B. P.	Bombay, Baroda and Central India Ry. Co.	7-11-04	2' 6"	...	...	...	33.27	...	...	...	...	...
4	(d)	Tarkessur	T.	East Indian Ry. Co.	1-1-85	5' 6"	...	...	...	22.23	...	...	...	...	...	Government land provided free.
33	(c)	Tezpur-Dalipara Light.	T. B.	Tezpur-Dalipara Light Ry. Co.	9-8-04	2' 6"	...	...	...	20.10	...	...	...	...	...	Subsidized by District Board.
34	(c)	Thabon-Duyinzak Light.	T. D.	Thabon-Duyinzak Light Ry. Co.	11-2-85	2' 6"	...	...	...	7.78	...	...	...	...	...	Subsidized by Local Government.
21	(c)	Tinnevely-Quilon (Travancore) (British section).	T. Q. B.	South Indian Ry. Co.	1-6-02	3' 7 1/2"	...	50.48	...	...	...	...	...	...	...
21	(f)	Tinnevely-Quilon (Travancore) (Native State section).	T. Q. N.	South Indian Ry. Co.	1-8-03	3' 3 1/2"	...	...	...	...	...	...	67.98	...	...
13	(b)	Tirhoot State	T. S.	Bombay, Baroda and Central India Ry. Co.	1-11-75	3' 3 1/2"	...	614.30	...	...	...	...	...	...	...
6	(d)	Tirupattur-Krishnagiri.	T. K.	Madras Ry. Co.	18-9-05	2' 6"	...	35.38	...	...	...	...	...	...	...
		U															
23	(a)	Udaipur-Chitor	U. C.	Udaipur-Chitor Ry.	1-8-05	3' 3 1/2"	...	...	...	...	...	67.30	...	...	...
		V															
2	(a)	Vijapur-Kalol-Kadi	V. K. K.	Bombay, Baroda and Central India Ry. Co.	10-6-02	3' 3 1/2"	...	...	...	...	...	...	41.37	...	...
		W															
23	(f)	West of India Portuguese.	W. I. P.	Southern Mahratta Ry. Co.	17-1-87	3' 3 1/2"	...	...	...	...	...	...	...	...	51.10	
Total mileage of railways open in India and Burma on the 31st December 1906.							8' 0"	5,082.22	7,589.74	936.05	1,026.70	...	711.31	201.88	...		
							3' 3 1/2"	767.01	7,610.00	...	1,530.08	...	1,305.93	814.30	...	...
							2' 6"	147.01	405.34	...	190.43	33.27	33.37	189.88	83.00	...	
							2' 0"	37.93	...	...	107.94	...	...	183.63	...	...
Total.							1,105.07	15,618.08	936.05	2,865.14	41.77	1,838.90	1,998.10	336.28	73.00	...	

APPENDIX 2.

Mileage added to the Railway System of India during the calendar year 1906 and the following three months.

NUMBER.		Railway administration to which railway has been added.	Name of owning railway.	Section of line added during 1906.	Date of opening for traffic.	ADDITIONS, IN MILES, MADE TO OPEN MILEAGE DURING 1906.									
Main head.	Sub-head.					Length.					Total mileage added to railway administration.				
						5' 6"	3' 3½"	2' 6"	2' 0"	5' 6"	3' 3½"	2' 6"	2' 0"		
1	(b)	Bengal-Nagpur.	Jubbulpore-Gondia Extension.	Chhindwara to Khirsadoh ..	15th March 1906	...	...	16 28	...	...	...	...	...	...
	(c)		Raipur-Dhamtari.	Rajim to Rajim Town ...	13th May 1906	...	...	0 78	...	...	...	17 06	...	...
2	(c)	Bombay, Baroda and Central India.	Potlad-Cambay (Tarapur-Cambay section).	Cambay to Cambay Bandar.	1st March 1906	1 38	...	...	...	...	1 38	...	...	...
3	(b)	Eastern Bengal State.	Eastern Bengal State.	Golekganj to Kokrajbar ...	1st February 1906.	...	35 75	...	...	...	...	...	...	...
	(c)		Myrensingh-Jamulpur Jagannathganj.	New line laid at Jagannathganj.	1st December 1906.	...	2 53	...	...	...	38 22	...	...
4	(a)	East Indian ...	East Indian	Bhongoon to Farukhabad	1st January 1906.	27 06	...	...	...	...	...	...	...	...
				Dhanbad to Peharpur ...	6th December 1906.	163 71	...	...	...	...	...	...	...	...
				Ondal to Santhia ...	10th December 1906.	42 94	...	...	...	...	...	...	...	...
				Peharpur to Manpur ...	15th August 1906.	17 42	...	...	...	...	...	...	...	...
				Tetulmari to Kusunda ...	6th December 1906.	1 59	...	...	...	...	192 72	...	...
5	(b)	Great Indian Peninsula	Agra-Delhi Chord.	Kosi to Sankot ...	24th February 1906.	5 95	...	...	...	...	...	...	...	...
	(f)		Indian Mollard	Remaining portion of the Agra-Balinganj branch.	27th February 1906	1 75	...	...	...	...	7 70	...	...
6	(b)	Madras ..	Azhikal-Mangalore.	Azhikal to Hosdrug ...	21st August 1906.	34 52	...	...	...	...	...	...	...	...
				Hosdrug to Kasaragod ...	1st October 1906.	14 22	...	...	...	...	...	...	...	...
				Kasaragod to Kumbla ...	17th November 1906.	7 62	...	...	...	...	...	...	...	...
	(g)		Morappur-Dharmapuri.	Morappur to Dharmapuri	17th January 1906.	...	...	18 53	...	...	56 36	...	18 53	...
9	(a)	North Western State.	North Western State.	Shorkot Road to Sargoda ...	14th May 1906	143 14	...	...	...	...	...	...	...	...
	(b)		Amritsar-Patti.	Amritsar to Tara Taran ...	21st September 1906.	14 20	...	...	...	...	...	...	...
	(g)		Southern Punjab "Ludhiana" Extension.	MayLeod Ganj Road to Ferozepore City.	10th February 1906.	78 00	...	...	...	...	208 63	...	...
10	(a)	Oudh and Rohilkhand State.	Oudh and Rohilkhand State.	Phaphnau to Mariani ..	18th June 1906	47 51	...	...	...	...	47 51	...	...	...
12	(a)	Bengal and North Western.	Bengal and North Western	Barh to Tulsipur ...	15th January 1906.	...	22 54	...	...	...	...	...	...	...
				Gainsari to Jaiwa ...	12th April 1906.	...	0 47	...	...	...	...	...	...
				Puleza Ghat Shift No 68	1st January 1906	...	0 76	...	...	...	...	...
				Barari to Bhagalpur Kachery.	15th March 1906.	...	3 50	...	...	...	...
	(b)		Tirhoot ..	Bettiah to Narkatinganj	17th January 1906	...	23 73	...	...	...	...	...	...
				Narkatinganj to Bhukna Thoree.	17th February 1906.	...	21 50	...	...	...	81 50	...	...
20	(a)	Rohilkund and Kumaon.	Rohilkund and Kumaon	Baroilly to Soron ...	22th January 1906.	...	15 80	...	...	...	...	55 80	...	...
21	(a)	South Indian	South Indian	Pamban beach to Ramswaram.	1st September 1906.	...	6 95	...	...	...	...	...	...	...
	(d)			Tanjore District Board.	Arantaugi Quarry Branch	25th June 1906	...	3 90	...	...	...	10 85	...	...
22	(f)	Southern Mahratta.	Hospot-Kot-tur.	Ramandrug to Ramana-malai.	1st December 1906.	...	4 97	...	...	...	...	4 97	...	...
23	(a)	Barsi Light ...	Barsi Light	Barsi Road to Pandharpur	2nd December 1906.	...	...	30 21	...	...	...	...	...	...
				Kuslamb to Tadwale ...	1st May 1906	...	...	20 36	...	...	...	...	50 57	...
Total mileage added during 1906						...	514 90	191 40	86 16	...	...	...	...	...

APPENDIX 2—concl'd.

Mileage added to the Railway System of India during the calendar year 1906 and the following three months.

NUMBER.		Railway administration to which railway has been added.	Name of owning railway.	Section of line added during 1906.	Date of opening for traffic.	ADDITIONS, IN MILES, MADE TO OPEN MILEAGE DURING 1906.								
						Length.				Total mileage added to railway administration.				
Main road.	Sub-road.					5' 6"	3' 3 1/2"	2' 6"	2' 0"	5' 6"	3' 3 1/2"	2' 6"	2' 0"	
MILEAGE ADDED FROM THE 1st JANUARY TO THE 31st MARCH 1907.														
1	(a)	Bengal-Nagpur	Bengal-Nagpur.	Bhojdih to Gomoh	1st January 1907.	25.64	...	...	...		
	(b)		Branch line near Khanoodih	1st January 1907.	1.97	...	...	...			
3	(a)	Eastern Bengal State.	Eastern Bengal State.	Tiljala to Kakarguchi	1st February 1907.	2.25	...	...	...	2.25	...	...	...
5	(b)	Great Indian Peninsula.	Matheran	Neral to Matheran	22nd March 1907.		...	...	12.61	...	...	...	12.61
6	(a)	Madras	Madras	Basin Bridge to Washermenpet.	15th March 1907.	1.00	...	...	...		
	(d)		Madras (North East line).	Basin Bridge to Korrukuppetai	15th March 1907.	0.85	...	...	...	1.85	...	...	...
7	(a)	Nagda-Muttra	Nagda-Muttra	Kotah to Baran	20th February 1907.	40.00	...	...	...	40.00	...	...	...
10	(a)	Oudh and Rohilkhand State.	Oudh and Rohilkhand State.	Marichu to Zafarabad	1st January 1907.	10.67	...	...	...	10.67	...	...	...
12	(a)	Bengal and North Western.	Bengal and North Western.	Gornakhpur to Chhitauni Ghat	7th February 1907.	...	60.94	...	...			
	(b)		Tirhoot	Bhaptiahi to Makhana Bazar.	1st March 1907	...	41.33	...	...	...	105.27	...	...
Total mileage added from 1st January to 31st March 1907										...	82.38	105.27	5.72	12.61
GRAND TOTAL MILEAGE OPEN ON THE 31st MARCH 1907										...	15,630.08	12,254.67	1,078.61	342.01

APPENDIX 3.

Total Railway mileage opened for traffic during, and at the end of, each year, and the total mileage opened during the Viceroyalty of each Governor General.

CALENDAR YEAR.	Net mileage added during the year.	Total mileage open for traffic at close of the year.	Total mileage opened during Viceroyalty.	Viceroy.
1853	20	20	169	Marquis of Dalhousie.
1854	81	71		
1855	98	169		
1856	103	272	1,418	Earl Canning
1857	18	287		
1858	140	427		
1859	198	625		
1860	213	838		
1861	749	1,587		
1862	746	2,333	920	Earl of Elgin.
1863	174	3,507		
1864	481	2,938	1,501	Lord Lawrence.
1865	403	3,363		
1866	200	3,563		
1867	366	3,929		
1868	79	4,008		
1869	247	4,255	1,066	Earl of Mayo.
1870	516	4,771		
1871	303	5,074		
1872	295	5,369	1,467	Lord Northbrook.
1873	328	5,697		
1874	529	6,226		
1875	315	6,541		
1876	319	6,860	2,621	Lord Lytton.
1877	460	7,320		
1878	899	8,219		
1879	275	8,494		
1880	668	9,162		
1881	728	9,890	2,469	Marquis of Ripon.
1882	289	10,149		
1883	309	10,458		
1884	1,173	11,631		
1885	652	12,283	2,945	Earl of Dufferin and Ava.
1886	609	12,892		
1887	1,211	14,103		
1888	473	14,576		
1889	1,311	15,887	3,928	Marquis of Lansdowne.
1890	514	16,401		
1891	907	17,308		
1892	507	17,815		
1893	689	18,504		
1894	396	18,900	3,536	Earl of Elgin
1895	647	19,547		
1896	707	20,254		
1897	861	21,115		
1898	923	22,040		
1899	1,483	23,523	6,255	Lord Curzon.
1900	1,229	24,752		
1901	611	25,363		
1902	568	25,931		
1903	1,025	26,956		
1904	609	27,565		
1905	730	28,295	802	Earl of Minto.
1906	802	29,097		

APPENDIX 4.

Mileage under construction or sanctioned at the close of the calendar year 1906, with additions to the 31st March 1907.

NUMBERS.		Railway administration by which being constructed.	Name of owning Railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED.				REMARKS.
Main head.	Sub-head.						5' 6"	3' 3"	2' 6"	2' 0"	
1	(a)	Bengal-Nagpur.	Bengal-Nagpur.	State line worked by company.	Rhoondh to Gomoh	1st November 1901	25.61	...	...	...	Since opened.
					Branch line near Kharoodh.	...	1.57	...	...	...	Since opened.
					Kumttee to Raistek	18th August 1906.	14.74	...	...	...	Work commenced.
					Kandri branch	13th August 1906.	2.53	...	...	...	Work commenced.
					Vizianagram to Raipur	26th January 1906.	310.62	...	...	...	Work commenced.
	(b)	Bengal-Nagpur.	Jubbulpore-Gondia Extension.	State line worked by company.	Suni to Gurumashini	19th October 1906.	44.00	...	...	...	Commencement of work not authorized. Since opened.
					Kharasah to Barakuh.	21th June 1904.	...	...	5.72	...	Since opened.
					Kharasah to Sirgana	24th June 1904.	...	...	7.76	...	Work commenced.
	(f)	Gondia-Chanda Extension.	Gondia-Chanda Extension.	State line worked by company.	Nainpur to Mandla	23rd January 1901	...	...	32.14	...	Work commenced.
					Gondia to Chanda	26th August 1904.	...	...	118.65	...	Work commenced.
2	(g)	Purulia-Ranchi.	Purulia-Ranchi.	State line worked by company.	P. and (Bramapuri) to Nainpur.	16th August 1904.	...	...	63.75	...	Work commenced.
					Purulia to Ranchi	20th October 1905	...	...	72.28	...	Work commenced.
					Total	...	39.50	...	330.30	...	
	(i)	Bombay, Baroda and Central India	Jaikwar's Mohasana.	Native State line worked by company.	Chanasma to Beech Raj.	15th July 1907	...	16.74	...	...	Work commenced.
					Kherda to Dabhara	16th June 1906	...	7.73	...	...	Work commenced.
					Mantod Road to Harj.	15th July 1905	...	21.37	...	...	Work commenced.
	(j)	Bombay, Baroda and Central India	Jaipur (Swar Mathapur).	Native State line worked by company.	Nawal to Swar Mathapur	2nd December 1907.	...	10.65	...	...	Work resumed.
					Total	...	...	86.49	...	...
	(a)	Eastern Bengal State.	Eastern Bengal State.	State line worked by the State.	Kakargachi chord.	19th February 1903	2.25	...	...	...	Since opened.
					Lalgola to Lalgola Ghat	23rd September 1903.	2.75	...	...	...	Work commenced.
					Durgapur Chur line	...	3.39	...	...	...	Work commenced.
					Forbesganj to the Nepal Frontier	27th June 1905.	...	7.46	...	...	Work commenced.
					Kashor to Godaguri	14th February 1904	...	105.10	...	...	Work commenced.
3	(b)	Eastern Bengal State.	Eastern Bengal State.	State line worked by the State.	Korajganj to the Brahmaputra river, opposite Gubhati	21st October 1907	...	115.87	...	...	Work commenced.
					Total	...	8.39	28.27	...	...
					Aeri direct access	22nd May 1905	1.75	...	...	...	Work commenced.
					Barharwa to Katwa	5th March 1903.	93.14	...	...	...	Work commenced.
					Bhagalpur to Bansi	25th February 1905.	31.04	...	...	...	Work suspended.
	(a)	East Indian ..	East Indian ..	State line worked by company.	Borachuk to Sulepore	14th July 1905.	4.50	...	...	...	Not commenced.
					Chord line between the East Indian and Oudh and Rohilkhand State Railways near Moghul Sarai	30th November 1905	1.19	...	...	...	Not commenced.
					Ghod. line to Dholan.	5th March 1906.	1.06	...	...	...	Work commenced.
					Ghat line to Sujimpore.	5th March 1906.	2.50	...	...	...	Work commenced.
					Hooghly to Katwa	23rd June 1905.	65.20	...	...	...	Work suspended.
4	(a)	East Indian ..	East Indian ..	State line worked by company.	Khuga to Hagar	13th January 1904.	38.87	...	...	...	Work commenced.
					Tripoli to Barani.	18th September 1906	9.31	...	...	...	Not commenced.
					Mile 1704 from Howrah on the Jhorit branch to Chandore.	17th March 1903.	4.16	...	...	...	Work abandoned.
					Total	...	238.72	...	...	...
					Carried over	...	686.61	314.76	330.30	...	

APPENDIX 4—contd.

Mileage under construction or sanctioned at the close of the calendar year 1906, with additions to the 31st March 1907.

NUMBER.		Railway administration by which being constructed.	Name of owning Railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED.				REMARKS.
Main head.	Sub-head.						7' 6"	3' 3½"	2' 6"	2' 0"	
5	(a)	Great Indian Peninsula.	Great Indian Peninsula.	State line worked by company.	Brought forward ...	...	666.61	314.76	330.20		
					Kurla to Mazgaon	17th February 1905.	6.87	...	...	...	Work commenced.
					Mahim link	17th February 1905.	1.32	...	...	...	Work commenced.
					Warora to Ballharshah.	22nd January 1901.	37.59	...	...	...	Work commenced.
					Sabalgarh to Shimpur	9th February 1901.	...	...	...	66.79	Work commenced.
6	(a)	Madras	Madras (North-East line).	State line worked by company.	Matheran	Assisted Company's line receiving land only from Government.	20th June 1904.	...	...	12.61	Since opened.
					Total		45.78	...	...	79.00	
					Basin Bridge Junction to Washermanpet.	11th April 1901	1.00	...	...	...	Since opened.
					Kumbala to Mangalore.	28th June 1903.	20.91	...	...	...	Work commenced.
					Basin Bridge Junction to Korakkupetta.	11th April 1901.	0.85	...	...	...	Since opened.
7	(a)	Nagda-Muttra	Nagda-Muttra	State line worked by the State.	Nilgiri	State line worked by company.	6th November 1903.	...	11.75	...	Work commenced.
					Salem-Attur	16th September 1903.	36.06	...	...	...	Commencement of work not authorised.
					Total		58.82	11.75	...	...
					Crossing of the Chambal river to Muttra.	1st August 1905.	199.07	...	...	...	Work commenced.
					Kotah to Baran	26th January 1906.	10.00	...	...	...	Since opened.
8	(a)	North Western State.	North Western State.	State line worked by the State.	Nagda to the crossing of the Chambal river.	29th November 1904	141.43	...	...	...	Work commenced.
					Total		389.50	...	...	...
					Kachha Garhi to mile 22.50.	11th July 1905	22.50	...	...	...	Work commenced.
					Khushalgarh bridge and approaches.		3.63	...	...	...	Work commenced.
					Lodhran to Khanawal	17th March 1906.	56.59	...	...	...	Work commenced.
9	(a)	North Western State.	North Western State.	State line worked by the State.	Shahdara to Sangla	15th November 1901.	55.57	...	...	...	Work commenced.
					Shorkot Road to Chichoki.	21th July 1906	13.65	...	...	...	Work commenced.
					Jullundur-Kapurthala-Sultanpur (British section)	7th August 1903.	...	6.80	...	...	Commencement of work not yet authorised and question of gauge not finally settled.
					Jullundur-Kapurthala-Sultanpur (Native State section).	7th August 1903.	...	22.02	...	...
					Total		268.94	...	28.82	...	
10	(a)	Oudh and Rohilkhand State.	Oudh and Rohilkhand State.	State line worked by the State.	Balawan to Sitapur	23rd October 1906.	37.12	...	...	...	Commencement of work not authorised.
					Marisha to Zafarabad.	2nd October 1903.	10.67	...	...	...	Since opened.
					Rosa to Sitapur	23rd October 1906.	51.36	...	...	...	Commencement of work not authorised.
					Total		99.15	...	...	...
					Carried over		1819.00	826.61	359.12	79.00	

APPENDIX 4—contd.

Mileage under construction or sanctioned at the close of the calendar year 1906, with additions to the 31st March 1907.

NUMBERS.		Railway administration by which being constructed.	Name of existing railway.	Classification	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED.				REMARKS.				
Main head.	Sub-head.						5' 6"	3' 3 1/2"	2' 6"	2' 0"					
11	(a)	Assam-Bengal	Assam-Bengal	State line worked by company.	Brought forward...	...	1,410' 80"	326' 51"	359' 12"	79' 00"					
					Akhaura to Ashuganj	22nd May 1905.	...	19' 00"	...	...	Work commenced.		
					Kalaoura to the Khoo-seura river.	3rd March 1906.	...	16' 00"	...	...	Not commenced.		
Total							...	35' 00"	...	...			
12	(c)	Bengal and North-Western.	Bengal and North-Western.	Assisted company receiving land only from Government.	Burhwal to Sitapur	26th October 1906.	...	59' 79"	...	...	Not commenced.		
					Daraula to Maharaunij.	28th September 1904.	...	3' 90"	...	...	Work commenced.		
					Gorakhpur to Chittanui Ghat.	31st March 1903.	...	60' 94"	...	...	Since opened.		
	(b)	Bengal and North-Western.	Tirhoot State.	State line worked by company.	Savan to Thawa	2nd November 1904.	...	17' 83"	...	...	Work commenced.		
					Bahagunia to Narkataganj.	23rd September 1903.	...	58' 05"	...	...	Work commenced.		
					Bhagpur Kachery to Bhagalpur.	17th January 1905.	...	0' 79"	...	...	Work commenced.		
					Mani to Bhaptiahs.	23rd September 1903.	...	60' 37"	...	...	Portion since opened.		
					Narkataganj to Bugaha.	23rd September 1903.	...	26' 24"	...	...	Work commenced.		
					Saharsa to Murhganj.	23rd September 1903.	...	18' 61"	...	...	Work commenced.		
					Total							...	306' 52"
13	(a)	Burma	Burma	State line worked by company.	Noikhan to Bogayet	1st June 1906.	...	66' 25"	...	...	Work suspended.		
					Thanaing to Mala-gau.	18th October 1905.	...	6' 70"	...	...	Not commenced.		
					Heuzali to Kyangin.	19th April 1904.	...	65' 66"	...	...	Work commenced.		
(b)	Burma	Burma Extensions.	State line worked by company.	Pegu to Martaban	27th November 1903.	...	121' 27"	...	...	Work commenced.			
				Total							...	259' 88"	
17	(a)	Dibru-Sadiya	Dibru-Sadiya	Assisted company, subsidized by Local Government.	Talap to Sakhoa Ghat.	11th May 1905.	...	8' 52"	...	...	Work commenced.		
20	(a)	Rohilkund and Kumaon.	Rohilkund and Kumaon.	Assisted Company, subsidized by the Government of India.	Lalkua to Kashipur.	3rd July 1903	...	36' 43"	...	...	Work commenced.		
					Moradabad to Ram-nagar.	3rd July 1903	...	47' 69"	...	...	Work commenced.		
Total							...	84' 12"	...	...			
21	(a)	South Indian	South Indian	State line worked by company.	Portion of the Ram-eswarim extension.	16th September 1904.	...	3' 17"	...	...	Work commenced.		
					Tangachimadam to Port Amphill.	16th September 1904.	...	1' 71"	...	...	Work commenced.		
					Tirupachetti to Sivaganga.	21st April 1909.	...	9' 09"	...	...	Not commenced.		
					Total							...	13' 88"
	(b)				Southern-Mahratta.	Bezawada-Masulipatan.	District Board's line.	Bezawada to Masulipatan.	20th October 1905.	...	49' 17"	Work commenced.	
(l)	Kurnool Road-Kurnool.	State line worked by company.	Kurnool Road to Kurnool.	3rd September 1906.				...	32' 00"	Work commenced.			
			(m)	Sangli	Native State line worked by company.	Miraj to Sangli Town.	1st September 1905.	...	5' 77"	Work commenced.			
Total							...	87' 24"	...	...			
27	(a)	Cutch	Cutch	Native State line worked by Native State.	Anjar to Bhuj	29th May 1905	...	...	27' 38"	...	Work commenced.		
28	(a)	Dholpur-Bari	Dholpur-Bari	Native State line worked by Native State.	Dholpur to Bari	14th November 1905.	...	...	19' 25"	...	Work commenced.		
29	(a)	Dwara-Therria Light.	Dwara-Therria Light.	Assisted company receiving land only from Government.	Dwara to Maolong	15th May 1902	...	...	13' 50"	...	Work suspended.		
					Maolong to Therria Ghat.	15th May 1902	...	...	6' 00"	...	Commencement of work not authorised.		
					Total							19' 50"	...
Carried over							...	1,519' 80"	1,121' 07"	425' 25"	79' 00"				

NUMBER.		Railway administration by which being constructed.	Name of owning railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED.				REMARKS.
Main head.	Sub-head.						5' 6"	3' 3½"	2' 6"	2' 0"	
					Brought forward...	...	1,519-80	1,121-67	425-25	79-00	
31	(a)	Shahdara (Delhi)-Saharanpur Light.	Shahdara (Delhi)-Saharanpur Light.	Assisted company receiving land only from Government.	Burant to Meerut Delhi (Shahdara) to Saharanpur.	4th January 1902. 4th January 1902.	...	...	30-00 95-00	...	Not commenced. Work commenced.
					Total		...	...	125-00	...	
36	(a)	Howrah-Amta Light.	Howrah-Amta Light.	Assisted company, subsidized by District Board.	Autpur to Champadanga. Autpur to Rajbulhat	20th March 1902. 20th March 1902.	...	...	...	9 00 3 50	Commencement of work not authorised. Commencement of work not authorised.
					Total		...	...	...	12 50	
					Total mileage sanctioned and still remaining to be constructed on the 31st December 1906.		1,519-80	1,121-67	550-25	91-50	
					MILEAGE SANCTIONED FROM 1ST JANUARY TO 31ST MARCH 1907.						
12	(a)	Bengal and North-Western.	Bengal and North-Western.	Assisted Company's line receiving land only from Government.	Benares to Jhoomsi	18th February 1906.	...	72-58	...	...
					Total mileage sanctioned from 1st January to 31st March 1907		...	72-58	...	...

Capital authorized to be raised for the Madras (Guaranteed) railway, State lines leased to companies, to the 31st

NUMBER.	RAILWAYS.	AMOUNT AUTHORIZED TO BE RAISED BY THE COMPANIES UP TO THE 31st DECEMBER 1906.				AMOUNT RAISED BY THE COMPANIES UP TO THE 31st DECEMBER 1906.		
		Share Capital.	Debentures.	Debenture stock.	Total.	Share Capital.	Debentures.	
Main head.	Sub-head.					Rate of interest per cent.	Amount.	Cash received.
		£	£	£	£		£	£
	Guaranteed.							
6	(a) Madras	10,257,636	2,224,000	..	12,481,636	5 4 4	8,757,670 999,960 500,000	2,219,054
	State lines leased to Companies							
1	(a) Bengal-Nagpur	4,000,000	1,900,000	..	4,900,000	4	3,000,000	1,892,961
	(b) Do. Extensions . . . . .	..	3,605,000	..	3,605,000	..	..	3,505,983
3	(f) Indian Midland	3,400,000	3,429,100	..	6,429,100	4	3,000,000	3,418,105
11	(a) Assam-Bengal	1,500,000	1,355,900	..	2,855,900	3	1,500,000	1,352,825
15	(a) Burma	2,000,000	..	1,250,000	3,250,000	2 1/2	2,000,000	..
20	(f) Lucknow-Bareilly section (Rohilkhand and Kumaon) . . . . .	..	147,000	..	147,000	..	..	160,637
22	(a) Southern Mahratta	3,500,000	1,365,000	..	4,865,000	3 1/2	3,491,540	1,363,863
	(f) Mysore section (Southern Mahratta) . . . . .	..	..	1,200,000	1,200,000	..	..	..
	Total	13,000,000	11,802,000	2,450,000	27,252,000	..	12,991,540	11,784,274
	Branch lines							
2	(a) Ahmedabad-Dholka	86,667	..	..	86,667	..	..	..
2	(b) Ahmedabad-Parantij	133,333	..	..	133,333	..	..	..
10	(f) Hardwar-Dohra	200,000	..	..	200,000	..	..	..
3	(c) Mysore-Singli-Jamshedpur-Jayannathganj	166,667	..	..	166,667	..	..	..
4	(c) South Behar	400,000	..	290,000	690,000	..	379,580	..
2	(f) Tapti Valley	993,333	..	40,000	1,033,333	..	..	..
9	(b) Amritsar-Patti	106,667	..	..	106,667	..	..	..
	Total	2,086,667	..	330,000	2,416,667	..	379,580	..
	GRAND TOTAL	25,086,667	11,802,000	2,780,000	42,150,297	..	23,028,750	11,784,274

Details of Debenture loans on 31st December 1906 and the dates at which the loans expire.

Madras Railway—

£	3 1/2 per cent.	30th April 1907.
100,000	3 1/2	30th June 1907.
54,200	3 1/2	31st October 1907.
200,000	3 1/2	31st December 1907.
81,400	3 1/2	31st December 1907.
53,300	3 1/2	30th June 1909.
174,400	3 1/2	30th June 1910.
62,300	3 1/2	1st August 1910.
300,000	3 1/2	31st December 1910.
80,000	3 1/2	19th May 1911.
500,000	3 1/2	30th June 1911.
293,700	3 1/2	31st December 1911.
75,000	3 1/2	30th June 1912.
243,700	3 1/2	
2,224,000		

Bengal-Nagpur Railway—

£	3 1/2 per cent.	10th January 1907.
390,700	3 1/2	18th February 1907.
448,000	3 1/2	3rd January 1908.
155,000	3 1/2	4th May 1908.
400,000	3 1/2	18th February 1909.
265,600	3 1/2	21st April 1909.
400,000	3 1/2	1st June 1909.
750,000	3 1/2	15th June 1909.
400,000	3 1/2	18th February 1910.
785,500	3 1/2	10th July 1908.
109,300	3 1/2	18th August 1910.
400,000	3 1/2	31st January 1911.
600,000	3 1/2	5th May 1911.
400,000	3 1/2	
5,505,000		

DIX '5.

and railways constructed under the "Branch line" terms, the amount raised and the amount withdrawn December 1906.

AND ADVANCED BY THE SECRETARY TO THE 31ST DECEMBER 1906.			AMOUNT RAISED IN INDIA TO THE 31ST DECEMBER 1906.			Total amount raised to the 31st December 1906.	TOTAL AMOUNT WITHDRAWN TO THE 31ST DECEMBER 1906.		REMARKS
Debiture stock.	Capital not bearing interest (premium).	Advances made to companies from money raised under Act 51, Viet, Cap. 5.	Share Capital.	Debiture stock.	Capital not bearing interest (premium).		During calendar year 1906.	Up to the close of calendar year 1906.	
£	£	£	£	£	£	£	£	£	
...	8,524	...	...	...	...	12,485,208	172,323	12,651,532	
...	8,150	2,900,000	...	...	...	7,801,111	93,762	8,060,760	
...	9,450	...	...	...	...	3,605,433	672,972	9,710,953	
...	-5,977	1,615,000	...	...	...	8,057,128	68,899	8,793,518	
...	15,385	...	...	...	...	2,867,910	...	2,867,910	
1,199,819	...	...	...	...	...	3,199,819	279,755	3,947,047	
...	-735	...	...	...	...	160,102	13,987	484,450	
...	31,007	2,120,900	8,460	...	34	7,024,804	21,791	6,978,189	
1,200,000	24,000	...	...	...	...	1,224,000	6,016	*1,237,201	*The Mysore Durbar has deposited £23,490 towards the share of Joint Shares on the Southern Mahratta Railway books chargeable against the capital of the Mysore Railway.
2,399,819	81,280	6,674,900	8,160	...	34	33,940,307	1,161,682	42,080,051	
...	...	...	73,280	...	...	73,280	2,582	72,248	
...	...	...	130,000	...	2,067	132,667	419	133,202	
...	...	...	195,067	...	...	195,067	242	194,952	
...	...	...	161,096	...	...	161,096	1,947	161,016	
220,000	15,000	...	...	...	...	684,580	-147	735,189	
...	...	...	833,333	39,203	17	872,553	-52	872,190	
...	...	...	106,539	...	...	106,539	79,398	79,398	
230,000	15,000	...	1,499,315	30,203	2,684	2,225,782	84,369	2,248,195	
2,689,819	104,804	6,674,900	1,507,775	29,203	2,718	48,651,297	1,418,393	50,979,753	

Indian Midland Railway—

£	3½ per cent.	30th June 1907.
610,000	3½ "	31st December 1907.
421,200	3½ "	3rd October 1908.
500,000	3½ "	30th June 1910.
257,500	3 "	30th June 1910.
150,000	3½ "	30th June 1911.
742,500	3½ "	31st December 1911.
165,000	3½ "	30th June 1912.
582,900		
3,429,100		

Lucknow-Bareilly Railway—

£	3½ per cent.	1st July 1910.
82,000	3½ "	1st July 1911.
115,000		
147,000		

Southern Mahratta Railway—

£	3½ per cent.	1st October 1907.
50,000	3½ "	1st April 1908.
100,000	3½ "	1st October 1908.
255,000	3½ "	31st May 1909.
100,000	3½ "	1st October 1909.
95,000	3½ "	1st March 1910.
150,000	3½ "	11th April 1910.
100,000	3½ "	1st October 1910.
10,000	3½ "	1st April 1912.
505,000		
1,365,000		

Assam-Bengal Railway—

£	3½ per cent.	4th July 1907.
560,000	3½ "	4th July 1908.
485,900	3 "	13th April 1910.
300,000		
1,355,900		

Capital expenditure in thousands of rupees

Number.	Railways (including branches worked).	EXPENDITURE ON NEW LINES IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.									
		YEARS.									
		1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
1 (a) to (g)	Bengal Central . . . . .	...	...	...	...	...	...	...	...	...	...
	Bengal-Nagpur	1,71,83	1,71,20	1,67,91	79,14	40,25	1,42,51	1,17,84	1,02,23	68,63	26,71
2 (a) & (c) to (f) & (n) & (o).	Bombay, Baroda and Central India	16,82	49,86	60,95	24,05	13,72	9,76	23,43	7,56	1,02	6
3	Eastern Bengal State	3,00	13,89	22,15	31,10	40,07	35,32	30,58	38,18	37,15	30,03
4	East Indian	80,80	1,07,94	68,09	39,09	33,15	28,67	48,89	91,17	1,26,85	92,25
5	Great Indian Peninsula	65,88	80,87	67,71	18,77	2,19	4,12	26,13	69,16	16,17	25,16
6 (a) to (h)	Madras	10,91	7,47	11,38	20,80	54,50	39,56	60,42	37,51	47,77	42,45
7	Nagda-Muttra . . . . .	...	...	...	...	...	...	...	1,75	21,89	1,00,30
8	Nizam's Guaranteed State	15,32	40,79	78,37	37,06	...	...	...	...	...	6
9 (a) to (j)	North Western State	1,26,86	62,24	41,82	41,48	54,68	49,91	39,87	1,21,56	1,32,78	1,45,81
10	Ondh and Rohilkhand State	39,35	23,72	39,27	27,17	9,30	20,61	54,52	39,78	29,13	9,73
11	Assam-Bengal	1,09,69	1,35,92	1,05,81	97,65	88,10	71,84	45,68	13,59	62	4,60
12	Bengal and North-Western	1,04,71	62,86	70,90	28,89	30,86	26,15	12,63	46,76	45,07	39,21
13	Bengal Doonars	72	1,86	7,98	18,19	15,61	15,56	8,50	...	...	...
14	Lhavanagar-Gondal-Junagadh-Fori audar	9,30	5,43	...	...	...	...	...	...	...	...
15	Burma	39,67	43,29	62,52	59,63	56,42	33,77	...	3,39	42,25	58,32
16	Deoghar . . . . .	...	...	...	...	...	...	...	...	...	...
17	Dibru-Sadiya . . . . .	...	...	...	...	...	...	...	...	...	62
18	Jodhpur-Bikaner	10,04	26,40	4,86	6,61	4,90	6,77	...	89	1	5
19	Morvi . . . . .	...	...	...	2,32	11	3	85	16,24	7,18	...
2 (b) & (g) to (m).	Rajputana-Malwa	12,09	8,58	2,67	59	21	1,07	1,63	35,80	26,36	—19
20	Rohilkund and Kumaon . . . . .	...	...	...	...	3	43	83	9,74	33,18	9,83
21	South Indian	5,19	—21,05	2,70	14,09	36,50	73,39	56,12	27,81	7,14	...
22	Southern Mahratta . . . . .	...	...	...	...	...	...	2,56	12,60	2,78	9,56
23	Udaipur-Chitor	26	1,13	2,16	45	21	...	...	...	...	...
24	Baraot-Basirhat Light . . . . .	...	...	...	...	...	...	...	5,69	1,38	...
25	Barsi Light . . . . .	...	...	...	...	...	...	...	23	7,92	...
26	Bukhtiarapore-Bihar Light . . . . .	...	...	...	...	...	...	5,30	...	...	...
27	Catch . . . . .	...	...	...	...	...	...	92	1,35	...	2,71
28	Dholpur-Bari . . . . .	...	...	...	...	...	...	...	...	2,04	80
29	Dwaru-Therria Light . . . . .	...	...	...	...	...	...	8,24	1,39	82	...
30	Kalka-Simla . . . . .	...	...	3,39	4,51	23,53	49,99	50,99	21,40	4,34	...
31	Shahdara (Delhi)-Saharanpur Light . . . . .	...	...	...	...	...	...	...	...	...	8,15
	Ranaghat-Krishnagar Light	1,01	5,01	5	...	...	...	...	1	...	...
32	Tarakeshwar-Magra Light . . . . .	...	...	...	...	...	...	16	...	...	...
33	Tozapore-Balipara Light . . . . .	...	...	...	...	...	...	...	...	...	...
35	Darjeeling-Himalayan . . . . .	...	...	...	...	...	...	...	...	...	...
36	Howrah-Amra Light	4,01	29	5	1	8	...	20	2,79	...	...
37	Howrah-Sheakhala Light	2,81	33	...	...	...	...	...	...	...	...
38	Jorhat . . . . .	...	...	...	...	...	...	...	...	...	...
	TOTAL	8,30,33	8,27,93	8,26,84	5,42,51	5,03,52	6,11,46	5,01,99	6,89,57	7,22,43	6,01,81

IX 7.

during each of the past 10 years.

EXPENDITURE ON ROLLING-STOCK IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.										REMARKS.
YEARS.										
1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
11,59	4,37	1,95	27	3	4	15	...	...	...	* Purchased by the State from the 1st July 1905 and incorporated with the 5' 6" gauge section of the Eastern Bengal State Railway [8(a)]
32	1,13	33,92	27,35	4,29	57,16	24,13	40,04	57,18	21,80	
24	6,00	13,84	13,34	4,24	2,51	7,97	3,26	1,48	4,54	
16,63	10,52	18,21	4,57	13,01	18,12	35,25	15,25	25,14	19,91	
27,27	36,32	1,06,52	64,34	73,57	54,29	17,91	28,98	30,13	54,33	
7,85	1,63	8,27	13,36	21,27	12,27	31,84	37,89	12,63	45,26	
6,57	1,47	3,66	3,26	10,11	25,43	16,44	6,24	7,49	4,29	
...	...	...	...	...	...	...	...	...	7,50	
49	3,06	12,80	12,67	1,51	5,86	3,65	72	51	3,15	
36,32	21,85	5,70	79	12,30	22,21	14,34	13,91	88,56	1,14,41	
3,51	7,06	5,68	79	5,85	17,93	23,91	7,58	6,02	4,74	
4,25	2,65	1,63	87	3,05	7,69	9,86	6,32	4,79	10,41	
9,98	24,03	15,84	18,58	18,47	12,49	18,33	3,48	14,00	32,80	
52	1	4,09	2,32	1,40	7	25	5	...	...
67	1,24	8	16	80	35	55	-1,05	...	23	
1,50	6,36	11,96	4,74	20,85	26,60	19,57	12,20	6,64	18,95	
...	
14	20	16	2,32	1,18	...	9	4,47	19	23	
...	6,08	14,14	22	2,22	1,95	4,22	1,36	71	78	
2	12	4	6	10	-12	-22	...	3,00	1,13	+ Represents Ex-
-12	-1,59	3,07	1,83	89	8,70	8,19	3,35	10,09	8,04	pense on
2	2,42	1,02	3,30	2,06	6,86	6,11	1,33	77	11,65	conversion of
1,22	43	73	26	-3	1,46	2,96	1,27	14,75	...	the existing line
1,40	5,34	3,42	1,44	1,88	26	85	85	16,54	7,51	from 2' 6" to
2,25	5	...	...	42	...	...	...	...	...	3' 3 1/2" gauge.
...	...	...	...	...	...	...	2,05	...	26	
1,77	27	...	...	-39	...	...	...	70	4,94	
...	...	...	...	...	...	2,17	23	...	15	
...	...	...	...	...	...	12	12	10	1,0	
...	...	...	...	...	...	...	...	...	88	
...	...	...	...	...	...	...	...	50	...	
...	...	...	...	...	1,07	3,93	2,85	4,96	1,94	
...	
...	1,20	...	24	...	...	...	1	...	...	† Purchased by
...	1	18	...	...	...	1	1	8	19	the State from
...	6	12	...	...	...	...	...	...	...	the 1st July
2	-25	54	-16	1	9	41	70	12	13	1904 and incor-
1,26	99	11	46	...	72	...	30	...	1,62	porated with
1,17	48	...	...	...	...	3	...	...	...	the Eastern
38	20	...	...	-31	4	12	2	...	6	Bengal State
1,37,44	1,48,71	2,07,68	1,77,87	1,98,73	2,84,05	2,62,54	1,92,98	2,60,17	3,75,56	Railway.

Capital expenditure in thousands of rupees

Number.	Railways (including branches worked).	EXPENDITURE ON IMPROVEMENT OF EXISTING LINES IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.									
		Years.									
		1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
1 (a) to (g).	Bengal Central	86	2,15	75	1,66	1,18	1,15	73	43	...	...
	Bengal-Nagpur	8,56	57	25	1,68	3,37	1,61	3,58	5,66	5,20	46,73
	Bombay, Baroda and Central India	28,88	15,33	30,60	8,42	21,74	9,89	5,71	4,83	2,74	12,35
2 (a) & (c) to (f) & (n) & (o)	3 Eastern Bengal State	27,03	7,64	8,72	13,85	11,37	15,46	23,86	49,13	1,08,73	30,75
	4 East Indian	19,82	28,96	40,78	48,92	64,24	58,69	41,88	46,44	63,82	51,52
	5 Great Indian Peninsula	4,37	8,04	6,75	10,28	11,65	17,04	23,56	64,79	73,48	53,55
6 (a) to (h)	Madras	3,30	3,16	2,43	3,93	9,33	4,56	5,91	14,26	13,47	15,96
7	Nagda-Mattra . . . . .	...	...	...	...	...	...	...	...	...	...
8	Nizam's Guaranteed State	3,15	1,24	-1,05	2,78	6,53	8,14	3,76	2,97	2,76	2,43
9 (a) to (j)	North Western State	28,30	18,92	20,58	19,10	14,67	48,44	22,42	30,94	33,14	42,61
10	Oudh and Rohilkhand State	4,01	4,38	9,74	8,20	9,45	12,75	12,40	19,80	19,62	11,46
11	Assam-Bengal . . . . .	...	...	...	...	...	...	...	...	12,03	9,94
12	Bengal and North-Western	2,86	5,05	6,63	12,21	7,19	25,66	21,79	29,04	16,81	25,97
13	Bengal Doonars	1,08	53	38	16	2	5	21	5,55	3,54	2,10
14	Bhavnagar-Gondal-Jamnagar-Perbandar	73	2,10	91	31	16	40	3	3	24	39
15	Burma	6,24	5,09	11,31	25,14	22,05	7,91	20,35	21,11	17,60	22,54
16	Deoghur . . . . .	...	1	-1	...	...	...	...	...	23	-23
17	Dibru-Sadiya	2,41	7	...	6	7,20	23	32	22	27	8
18	Jodhpur-Bikaner	7	6,35	-81	-1,58	3,16	3,77	62	56	12	35
19	Morvi	49	7	5	-10	1	...	...	-1	-13	-27
20	Rajputana-Malwa	2,85	3,33	3,08	3,53	8,20	13,88	9,48	8,62	13,90	16,93
21	Rohilkhand and Kumaon	1,71	79	21	1,15	1,02	66	1,59	1,56	65	12,16
22	South Indian	76	1,52	3,59	3,03	3,83	1,46	3,40	6,64	8,41	25,83
23	Southern Mahratta	5,60	6,29	7,50	5,79	4,59	3,29	2,58	2,26	5,49	3,30
24	Udaipur-Chitor . . . . .	...	...	...	...	19	4	1	...	1	8
25	Barnaut-Basirhat Light . . . . .	...	...	...	...	...	...	...	...	...	15
26	Barsi Light . . . . .	...	...	...	...	...	7	...	...	-4	6,08
27	Bukhtiarpore-Bihar Light . . . .	...	...	...	...	...	...	...	39	1	4
28	Cutch . . . . .	...	...	...	...	...	...	...	...	...	...
29	Dholpur-Bari . . . . .	...	...	...	...	...	...	...	...	...	...
30	Dwara-Thoria Light . . . . .	...	...	...	...	...	...	...	...	...	...
31	Kalka-Simla . . . . .	...	...	...	...	...	...	...	...	...	68
32	Shahdara (Delhi)-Saharanpur Light . . . .	...	...	...	...	...	...	...	...	...	...
33	Ranaghat-Krishnagar Light . . . .	...	...	...	...	...	...	...	...	...	...
34	Tarakeshwar-Magra Light . . . . .	...	1	1	...	2	5	6	3	5	7
35	Tezporo-Balipara Light	3	1	5	13	...	...	...	...	...	...
36	Darjeeling-Himalayan	38	49	25	19	21	12	31	4	16	20
37	Howrah-Amra Light . . . . .	...	...	...	...	...	...	...	14	16	21
38	Howrah-Shoakhala Light . . . .	...	...	...	...	...	...	2	...	-1	...
39	Jorhat . . . . .	...	...	4	...	17	3	...	...	...	-6
TOTAL		1,48,40	1,32,09	1,59,64	1,68,79	2,11,55	2,35,35	2,04,98	3,15,43	4,02,55	3,98,90

DIX 7—concluded.

during each of the past 10 years.

TOTAL CAPITAL EXPENDITURE IN THOUSANDS OF RUPEES INCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.										REMARKS.
YEARS.										
1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
10.29	6.90	3.04	34	2.59	1.56	76	—36	...	...
1,09.28	1,02.45	1,98.57	75.84	•77.61	1,76.45	1,94.63	1,19.88	1,19.67	1,16.49	
18.06	80.09	98.92	28.78	56.65	29.50	19.61	9.62	7.90	2.69	
51.23	35.51	56.49	49.25	66.77	81.52	1,19.34	1,00.61	• 2, 8.13	94.27	
1,42.83	1,06.97	2,18.13	1,62.19	1,41.12	1,45.82	1,39.68	1,45.03	2,33.23	2,21.73	
71.81	79.51	78.98	53.2	44.54	23.58	1,16.21	1,70.71	1,02.30	1,12.28	
19.63	12.65	19.27	55.11	63.58	60.36	86.09	72.11	69.17	54.97	
...	...	...	...	...	...	...	1.73	46.34	1,46.42	
18.30	60.32	96.90	32.24	18.40	15.84	5.73	5.26	6.53	1.83	
1,06.19	82.47	66.45	83.47	93.87	1,00.10	69.53	2,09.09	2,72.27	3,22.00	
44.90	31.16	55.60	39.36	32.76	76.47	87.45	53.66	41.37	34.11	
1,18.23	1,18.74	1,13.15	86.46	15.47	69.56	53.24	19.81	18.21	25.28	
1,63.10	79.6	70.13	57.94	45.78	63.47	53.92	79.38	90.04	88.14	
2.17	4.25	22.26	19.77	15.2	16.45	7.09	5.35	3.56	2.13	
8.67	8.95	92	17	96	44	67	—1.40	—54	1.68	
59.87	51.02	86.24	92.79	95.26	71.01	31.03	36.97	81.20	90.42	
...	1	—1	...	...	—0	...	...	23	—23	
2.55	27	17	2.57	8.92	1.73	41	1.69	46	93	
10.12	19.33	18.04	4.89	19.78	6.64	—57	2.21	1.60	2.14	
94	3	27	2.22	31	—26	56	6.18	9.85	99	
—2.83	9.43	10.59	17.19	12.74	23.43	30.43	43.71	39.38	39.53	
3.79	2.10	13	5.37	4.31	12.92	4.60	19.79	10.64	25.28	
4.59	—19.88	7.39	17.47	47.19	99.17	52.83	31.08	23.65	50.32	
8.19	11.65	8.74	8.15	4.83	1.22	21.96	34.22	33.49	14.74	
2.51	1.18	2.16	45	82	4	1	...	1	9	
...	...	...	...	...	...	...	7.73	1.73	41	
1.77	27	...	...	—39	19	...	26	14.60	11.32	
...	...	...	...	...	...	7.18	61	1	19	
...	...	...	...	...	...	1.04	1.48	10	2.93	
...	...	...	...	...	...	...	...	2.04	1.56	
...	...	...	...	...	...	8.24	1.39	16	...	
...	...	5.81	6.10	22.96	57.95	48.51	26.93	7.87	—13.06	
...	...	...	...	...	...	...	...	...	14.10	
1.01	6.21	5	24	...	...	...	...	...	...
...	2	24	—1	10	20	38	10	2	26	
8	7	17	18	...	...	...	...	...	...
41	24	79	—0	22	20	73	74	14	—9	
5.27	1.28	16	47	8	72	20	3.23	16	1.82	
9.98	81	...	...	...	...	5	...	—1	...	
37	7	22	—23	—8	—5	8	...	4	1	
11,80.61	10,44.17	12,40.27	8,99.98	9,65.10	11,59.36	11,65.11	12,26.14	14,86.37	14,56.03	

Capital outlay on the different classes of

					Mileage.		
					Open.	Under construction.	Total.
PART I.					Miles.	Miles.	Miles.
CAPITAL EXPENDITURE ON RAILWAYS, THE TRANSACTIONS OF WHICH PASS THROUGH THE GOVERNMENT ACCOUNTS.							
(i).—State lines worked by Companies	...	...	...	...	15,789.63	1,280.87	17,070.80
(ii).—State lines worked by the State	...	...	...	...	6,105.37	295.40	6,400.47
(iii).—Companies' lines guaranteed under the old contracts	...	...	...	...	901.01	1.00	905.01
(iv).—Companies' lines guaranteed under modern contracts	...	...	...	...	32.04	...	32.04
(v).—District Boards' lines	...	...	...	...	103.36	...	103.36
(vi).—Branch Line Companies, receiving rebates from traffic interchanged with main lines.	...	...	...	...	403.15	...	403.15
TOTAL OPEN LINES AND LINES PARTLY OPEN					23,337.56	1,577.27	24,914.83
(vii).—Lines wholly under construction by State agency	...	...	...	...	...	601.37	601.37
(viii).—Lines wholly under construction by Companies	...	...	...	...	...	269.40	269.40
TOTAL (vii) AND (viii)					...	869.77	869.77
(ix).—Unclassified expenditure including collieries, &c.	...	...	...	...	...	...	...
TOTAL PART I					23,337.56	2,447.04	25,784.60
PART II.							
CAPITAL EXPENDITURE ON RAILWAYS, THE TRANSACTIONS OF WHICH DO NOT PASS THROUGH THE GOVERNMENT ACCOUNTS.							
(i).—Branch Line Companies, receiving rebates from traffic interchanged with main lines.	...	...	...	...	580.38	...	580.38
(ii).—Assisted Companies' lines—							
(a) Subsidized by the Government of India	...	...	...	...	162.36	...	162.36
(b) Subsidized by Local Governments	...	...	...	...	136.26	8.53	144.78
(c) Subsidized by District Boards	...	...	...	...	158.00	...	158.00
(d) Receiving land only from Government	...	...	...	...	1,193.76	82.67	1,276.43
TOTAL (ii)					1,650.38	91.19	1,741.57
(iii).—Unassisted Companies' lines	...	...	...	...	41.77	...	41.77
(iv).—Native State lines—							
(a) Worked by Native States	...	...	...	...	1,338.30	27.38	1,365.68
(b) Worked by Companies	...	...	...	...	1,840.12	152.88	1,993.00
(c) Worked by State railway agency	...	...	...	...	235.28	...	235.28
TOTAL (iv)					3,413.70	180.26	3,593.96
(v).—Foreign State lines	...	...	...	...	73.60	...	73.60
TOTAL OPEN LINES AND LINES PARTLY OPEN					5,759.83	271.45	6,031.28
(vi).—Lines wholly under construction by private Companies	...	...	...	...	...	126.88	126.88
(vii).—Lines wholly under construction by Native States	...	...	...	...	...	19.25	19.25
TOTAL (vi) AND (vii)					...	146.13	146.13
(viii).—State outlay on the Patri branch (Bombay, Baroda and Central India railway)...	...	...	...	...	...	...	...
TOTAL PART II					5,759.83	417.53	6,177.41
GRAND TOTAL					29,097.39	2,864.62	31,962.01
ABSTRACT.							
Outlay on open lines and lines partly open—(i to vi, Part I, and i to v, Part II)					29,097.39	1,848.72	30,946.11
Outlay on lines wholly under construction—(vii and viii, Part I, and vi and vii, Part II)					...	1,015.90	1,015.90
Unclassified expenditure (ix, Part I)					...	...	...

DIX 8.*railways at the close of the year 1906.*

Capital outlay at close of 1906. (In thousands of rupees.)			REMARKS.
Open lines.	Lines under construction.	TOTAL.	
2,23,64,80	5,60,14	2,29,24,94	The outlay included in Part I under "State lines worked by Companies" on account of the railways purchased by the State from the East Indian, the South Indian, and the Great Indian Peninsula Railway Companies, and under "State lines worked by the State" on account of the railways purchased from the Eastern Bengal, the Sind, Punjab and Delhi and the Oudh and Rohilkhand Guaranteed Railway Companies, represents the actual Capital expenditure incurred by the Companies up to the date of purchase and subsequently by the State.
93,07,49	2,29,59	95,37,08	
14,03,40	...	14,03,40	
29,24	...	29,24	
47,98	...	47,98	
3,17,46	...	3,17,46	
3,34,70,37	7,89,73	3,42,60,10	
...	3,29,89	3,29,89	
...	1,34,33	1,34,33	
...	4,64,22	4,64,22	
...	...	96,63	
3,34,70,37	12,53,95	3,48,20,95	
3,10,64	...	3,10,64	
1,57,26	...	1,57,26	
1,25,00	62	1,25,62	
74,01	...	74,01	
8,49,29	23,76	8,73,05	
12,05,56	24,38	12,29,94	
27,56	...	27,56	
4,72,28	2,77	4,75,03	
12,92,34	31,84	13,24,18	
1,34,41	...	1,34,41	
18,99,01	31,61	19,33,62	
1,50,79	...	1,50,79	
35,93,56	58,99	36,52,55	
...	28,64	28,64	
...	3,60	3,60	
...	32,24	32,24	
...	...	8,08	
35,93,56	91,23	36,92,87	
3,70,63,93	13,45,18	3,86,13,82	
3,70,63,93	8,48,72	*3,79,20,73	* Includes Rs. 8,08,000, item (viii) of Part II.
...	4,96,46	4,96,46	
...	...	96,03	

Capital liability on account of Railways classed

RAILWAYS.	(1) SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID OFF BY ANNUITIES.						(2)	(3)	(4)	(5)	(6)
	Deduct.						State outlay.	Debt in- curred for purchase of Rail- ways.	Capital advanced by Gov- ernment to Com- panies.	Capital raised by Com mis- sion Secre- tary of State's warrant (including over drafts).	Total Cap- ital liability.
	Commuted value of stock purchased.	Commuted Capital re- presenting Annuities which were purchased by creation of debt liability included in column 3).	New Stock of Great Indian Peninsula Railway Company issued in exchange for por- tion of Annuity.	Net capital to be paid off by Annuities.	Deduct amount redeemed by Annuity payments.	Net out- standing.					
INDIA, GENERAL.	£	£	£	£	£	£	£	£	£	£	£
1. East Indian	31,750,000	7,290,157	...	25,450,843	2,519,369	22,931,474	8,164,634	7,635,075	...	8,000,000	47,131,183
2. Rajputana-Malwa (includg Golbra-Rutim Nagda).	...	...	...	...	...	...	10,768,446	...	...	...	10,768,446
3. Rewari-Phulera . . . . .	...	...	...	...	...	...	335,378	...	...	...	335,378
4. Palanpur-Deosa . . . . .	...	...	...	...	...	...	15,944	...	...	...	15,944
5. Bhopal . . . . .	...	...	...	...	...	...	217,189	...	...	...	217,189
6. State railway stores . . . . .	...	...	...	...	...	...	10,633	...	...	...	10,633
7. Expenditure in England for stores purchased and remain- ing unapplied, stated.	...	...	...	...	...	...	111,332	...	...	...	111,332
CENTRAL PROVINCES.											
8. Warora Colliery . . . . .	...	...	...	...	...	...	85,614	...	...	...	85,614
9. Umaria „ (depreciation on works).	...	...	...	...	...	...	12,178	...	...	...	12,178
10. Bilaspur-Etawah . . . . .	...	...	...	...	...	...	5,009	...	...	...	5,009
11. Nagpur-Chhattisgarh (depre- ciation account).	...	...	...	...	...	...	43,802	...	...	...	43,802
BERMA.											
12. Burma Railway Extensions	...	...	...	...	...	...	829,335	...	...	...	829,335
ASSAM.											
13. Jorhat . . . . .	...	...	...	...	...	...	60,612	...	...	...	60,612
BENGAL.											
14. Eastern Bengal system*	3,491,917	543,817	...	2,948,100	240,811	2,698,289	9,819,374	1,374,901	...	...	12,822,564
15. Murshidabad Branch . . . . .	...	...	...	...	...	...	166,987	...	...	...	166,987
16. Dhubri-Ganhati . . . . .	...	...	...	...	...	...	521,360	...	...	...	521,360
17. Tirhoot . . . . .	...	...	...	...	...	...	3,757,920	...	...	...	3,757,920
18. Tirhoot new Extensions . . . . .	...	...	...	...	...	...	731,427	...	...	...	731,427
19. Ranaghat-Bhagwangola . . . . .	...	...	...	...	...	...	20,163	...	...	...	20,163
20. Katihar-Godagari . . . . .	...	...	...	...	...	...	378,319	...	...	...	378,319
UNITED PROVINCES.											
21. Oudh and Rohilkhand . . . . .	...	...	...	...	...	...	4,009,851	10,728,712	...	...	14,828,593
22. Agra-Delhi Chord . . . . .	...	...	...	...	...	...	852,687	...	...	...	852,687
23. Allahabad-Jaunpur . . . . .	...	...	...	...	...	...	205,138	...	...	...	205,138
24. Forbesganj-Nepaul . . . . .	...	...	...	...	...	...	3,267	...	...	...	3,267
PUNJAB.											
25. North Western	14,009,124	4,911,216	...	9,097,908	742,766	8,355,122	31,076,535	4,188,601	...	...	43,570,258
26. Shadara-Sangla . . . . .	...	...	...	...	...	...	158,720	...	...	...	158,720
27. Joch Doab (southern sec.) . . . . .	...	...	...	...	...	...	462,364	...	...	...	462,364
28. Quetta-Nushki . . . . .	...	...	...	...	...	...	530,239	...	...	...	530,239
29. Frontier Railway Reserve . . . . .	...	...	...	...	...	...	293,212	...	...	...	293,212
30. Petroleum Operations, Balu- chistan.	...	...	...	...	...	...	7,946	...	...	...	7,946
31. Jullundur-Hoshiarpur . . . . .	...	...	...	...	...	...	969	...	...	...	969
32. Ludhiana-Ferozepore . . . . .	...	...	...	...	...	...	1,887	...	...	...	1,887
33. Kalka-Simla . . . . .	...	...	...	...	...	...	1,087,096	...	...	...	1,087,096
34. Loi Shilman . . . . .	...	...	...	...	...	...	117,829	...	...	...	117,829
Carried over	50,151,041	12,754,190	...	37,396,851	3,511,966	33,884,885	75,836,415	23,877,819	...	8,000,000	141,568,619

* Includes the Bengal Central railway.

DIX 9.

as State railways at end of 1906.

RAILWAYS.	(1) SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID OFF BY ANNUITIES.						(2)	(3)	(4)	(5)	(6)
	Deduct.						State outlay.	Debt in- curred for purchase of Rail- ways.	Capital advanced by Gov- ernment to Com- panies.	Capital raised by Companies on Secu- rity of State's guarantee (including over- drafts).	Total capi- tal liability.
	Commuted value of stock purchased.	Commuted capital repay- ment annuities which were purchased by creation of debt (liability included in column 3).	New stock of Great Indian Peninsula Railway Company issued in exchange for por- tion of annuity.	Net capital to be paid off by annuities.	Deduct amount redeemed by annuity payments.	Not out- standing.					
Brought forward ...	£ 30,151,011	£ 12,754,190	£	£ 37,396,851	£ 3,511,966	£ 33,884,885	£ 75,839,415	£ 23,877,319	£	£ 8,000,000	£ 141,508,619
35. South Indian (including Pamban Branch).	2,112,526	4,726,163	...	1,418,000	8,256,695
36. Tinnevely-Quilon (British section).	2,787	...	...	287,239	289,996
37. Tinnevely-Quilon (Native State section).	11,815	...	...	774,731	786,606
38. Azhikal-Mangalore	801,311	...	...	...	801,311
39. North-West line, Madras rail- way (East Coast Railway, southern section).	438,107	...	...	...	438,107
40. Nilgiri	249,520	...	...	...	249,520
41. Bezwa extension	78,735	...	...	...	78,735
42. Bezwa-Madhapuram	67,278	...	67,278
43. Guntakal-Mysore frontier	394,990	...	...	...	394,990
44. Tanjore District Board	198,491	...	77,733	41,047	317,271
45. Vizagapatnam Rapur	16,336	...	...	...	16,336
46. Hospet-Kothur	93,997	...	...	...	93,997
47. Bellary-Rayachur	51,898	...	...	...	51,898
48. Tirupitpur-Krishnagiri	71,917	...	...	...	71,917
49. Morappur-Dharmapuri	55,789	...	...	...	55,789
50. Coonoor-Gotacamund	81,030	...	...	...	81,030
51. Ramnagar Extension	38,370	...	...	...	38,370
BOMBAY.											
52. Great Indian Peninsula	34,859,218	...	1,750,000	33,109,218	2,503,216	30,606,002	1,139,558	5,961,076	2,200,000	2,575,000	42,701,356
53. Bombay, Baroda and Central India	1,057,910	12,499,114	...	2,600,000	15,556,154
54. Jodhpur-Hyderabad (British section)	271,376	...	...	...	271,376
55. Kurnool-Road-Kurnool	1,157	...	...	...	1,157
56. Southern Mahratta (depreci- ation on works).	35,138	...	...	...	35,138
57. Sabarmati-Dholka	3,933	...	...	...	3,933
58. Baran-Kotah	123,037	...	...	...	123,037
59. Nagda-Muttra	1,174,562	...	...	...	1,174,562
	85,010,259	12,754,190	1,750,000	70,506,069	5,814,182	64,691,887	88,301,919	47,067,298	2,245,011	15,126,047	217,535,222
LEASED LINES.											
60. Assam-Bengal	5,339,028	...	...	2,855,000	8,195,328
61. Bengal-Nagpur	2,961,962	...	9,068,961	8,765,147	19,896,070
62. Burma	5,127,488	...	...	3,557,228	9,124,716
63. Indian Midland	2,143,148	5,918,472	8,661,620
4. Lucknow-Barsoilly	341,409	...	324,357	147,000	812,766
65. Mysore	1,200,000	1,200,000
66. Southern Mahratta	1,105,223	...	2,129,900	4,865,000	8,100,128
	13,975,515	...	13,666,366	27,719,717	55,360,628
BRANCH LINE.											
67. Hardwar-Dehra	194,952	194,952
TOTAL	85,010,259	12,754,190	1,750,000	70,506,069	5,814,182	64,691,887	102,280,431	47,067,298	10,911,377	43,069,716	273,120,802

NOTE.—The premium paid in purchase of companies' lines are as under:—

	£	Rs.
East Indian railway	6,550,000 @ Rs. 15 = £ 1	9,825,000
Eastern Bengal railway	1,136,437	1,704,655
Sindh-Punjab and Delhi railway	2,933,804	4,400,700
South Indian railway	959,277	1,438,915
Oudh and Rohilkhand railway	1,036,040	1,554,075
Great Indian Peninsula railway	14,859,218	22,286,270
Bombay, Baroda and Central India railway	4,135,280	6,202,920

Main results of working Indian railways

Year.	Mileage open.	IN THOUSANDS OF RUPEES.				Gross earnings per mile per week.	Percentage of working expenses to gross earnings.	Percentage of net earnings on Capital outlay on lines wholly and partly open.	PASSENGERS.			GOODS.		
		Capital outlay.	Gross earnings.	Working expenses.	Net earnings.				Number carried in thousands.	Earnings in thousands of rupees.	Average rate charged per mile in pice.	Quantity carried in thousands of tons.	Earnings in thousands of rupees.	Average rate charged per ton per mile in pice.
						Rs.								
1853	20	37,96	90	41	49	87	45.56	1.29	...	...	...	...	...	...
1854	71	4,00,00	2,31	1,42	89	63	61.47	0.22	...	...	...	...	...	...
1855	169	5,50,00	8,13	4,55	3,58	93	55.97	0.65	...	...	...	...	...	...
1856	272	8,00,00	16,10	6,74	9,36	114	41.87	1.17	...	...	...	...	...	...
1857	287	12,00,00	25,43	10,51	14,89	170	41.45	1.21	...	...	...	...	...	...
1858	427	16,00,00	33,82	15,63	18,19	152	46.22	1.14	...	...	...	...	...	...
1859	625	22,50,00	57,24	27,74	29,50	176	48.16	1.31	...	...	...	...	...	...
1860	833	26,66,00	66,67	37,05	29,59	153	55.61	1.11	...	...	...	...	...	...
1861	1,587	34,00,00	98,63	48,69	49,94	120	43.60	1.19	...	...	...	...	...	...
1862	2,333	48,00,00	1,31,45	50,32	81,13	111	59.74	1.13	...	...	...	...	...	...
1863	2,507	53,00,00	2,20,47	1,13,01	87,43	169	60.11	1.65	...	...	...	...	...	...
1864	2,958	58,00,00	2,85,89	1,70,85	1,15,04	186	59.76	1.98	...	...	...	...	...	...
1865	3,363	63,00,00	4,23,81	2,24,27	2,01,57	241	52.43	3.20	...	...	...	...	...	...
1866	3,563	70,00,00	4,91,91	2,59,34	2,32,57	266	52.73	3.32	...	...	...	...	...	...
1867	3,929	80,00,00	5,44,51	2,93,76	2,50,75	236	53.95	3.13	...	...	...	...	...	...
1868	4,098	84,00,00	5,67,09	3,07,16	2,59,93	273	54.23	3.00	...	...	...	...	...	...
1869	4,255	89,00,00	6,13,10	3,41,71	2,71,39	277	53.71	3.05	...	...	...	...	...	...
1870	4,771	90,00,00	6,56,67	3,63,15	3,03,52	269	54.47	3.37	...	...	...	...	...	...
1871	5,074	90,00,00	6,59,20	3,67,97	2,91,23	250	55.82	3.21	...	...	...	...	...	...
1872	5,369	90,00,00	6,82,90	3,73,45	3,09,45	245	54.68	3.44	...	...	...	...	...	...
1873	5,697	91,72,60	7,22,90	3,77,85	3,45,05	244	53.28	3.76	...	...	...	...	...	...
1874	6,226	95,87,15	8,33,77	4,06,89	4,26,88	258	48.14	4.48	...	...	...	...	...	...
1875	6,541	1,00,96,28	7,91,37	3,97,48	3,93,89	233	50.23	3.90	...	...	...	...	...	...
1876	6,860	1,01,77,85	9,33,83	4,46,45	4,87,38	262	47.81	4.65	...	...	...	...	...	...
1877	7,320	1,09,01,21	12,11,28	5,38,68	6,72,60	318	44.47	6.17	...	...	...	...	...	...
1878	8,201	1,18,29,55	11,25,30	5,62,38	5,62,92	269	49.97	4.76	...	...	...	...	...	...
1879	8,475	1,22,82,97	13,08,15	6,26,28	5,81,87	275	51.84	4.76	...	...	...	...	...	...
1880	8,996	1,28,50,91	12,86,55	6,48,00	6,38,55	282	50.97	4.97	...	...	...	...	...	...
1881	9,853	1,40,80,80	14,32,31	7,07,12	7,25,19	285	49.37	5.16	54,764	3,79,23	2.78	13,214	9,55,97	7.95
1882	10,069	1,43,21,42	15,35,23	7,66,61	7,68,62	294	49.95	5.36	58,876	4,08,37	2.71	14,838	10,15,97	7.91

DIX 10.

as one system from the commencement.

YEAR.	Mileage open.	IN THOUSANDS OF RUPEES.				Gross earnings per mile per week.	Percentage of working expenses to gross earnings.	Percentage of net earnings on capital outlay on lines wholly and partly open.	PASSENGERS.			Goods.		
		Capital outlay.	Gross earnings.	Working expenses.	Net earnings.				Number carried in thousands.	Earnings in thousands of rupees.	Average rate charged per mile in pice.	Quantity carried in thousands of tons.	Earnings in thousands of rupees.	Average rate charged per ton per mile in pice.
						Ra.								
1883	10,447	1,48,80,56	16,28,94	7,97,05	8,41,89	301	48-62	5-68	65,099	4,00,08	2-60	16,909	11,28,89	7-30
1884	11,527	1,55,45,01	16,06,62	8,15,62	7,91,00	276	50-76	5-09	73,515	4,46,84	2-56	16,663	10,56,59	7-35
1885	12,208	1,61,91,78	17,08,96	8,86,33	9,12,63	284	49-27	5-64	80,885	4,78,12	2-52	18,925	11,91,54	6-89
1886	12,865	1,70,49,89	18,70,46	8,93,10	9,77,36	285	47-75	5-73	88,436	5,09,77	2-51	19,576	12,38,59	7-02
1887	14,068	1,82,57,93	18,46,81	9,10,33	9,36,48	260	49-31	5-12	95,412	5,35,32	2-51	20,196	11,92,93	7-17
1888	14,525	1,93,04,33	19,76,45	9,87,11	9,89,34	233	49-06	5-12	103,156	5,69,06	2-71	22,493	12,79,04	6-87
1889	15,900	2,05,04,61	20,49,47	10,37,71	10,11,76	257	50-64	4-93	110,650	6,13,74	2-53	22,249	13,05,56	6-88
1890	16,404	2,13,57,91	20,67,01	10,59,59	10,36,12	243	49-87	4-85	114,082	6,25,81	2-51	22,613	12,99,52	7-11
1891	17,283	2,21,06,12	21,04,03	11,30,39	12,73,64	271	47-02	5-76	122,855	6,86,13	2-52	26,159	15,90,81	6-75
1892	17,769	2,27,30,00	23,22,93	10,90,35	12,82,58	253	46-94	5-42	127,388	6,91,15	2-52	26,985	14,77,52	6-70
1893	18,459	2,33,17,87	24,08,42	11,34,77	12,73,65	254	47-12	5-46	135,520	7,29,57	2-50	28,847	15,21,63	6-60
1894	18,840	2,37,79,61	25,50,89	11,98,40	13,52,49	262	46-98	5-69	145,727	7,57,58	2-56	32,644	16,24,82	6-42
1895	19,467	2,44,38,05	26,23,43	12,11,69	14,11,70	261	46-14	5-73	153,081	8,02,21	2-49	39,628	16,56,94	6-36
1896	20,209	2,58,05,23	25,36,14	12,13,81	13,22,30	245	47-86	4-92	159,503	8,22,07	2-45	32,471	15,41,51	6-45
1897	21,115	2,62,12,04	25,60,11	12,47,73	13,12,38	233	48-74	4-65	159,581	7,62,13	2-47	33,926	15,88,89	6-56
1898	22,024	2,92,09,20	27,41,31	12,98,68	14,42,63	244	47-37	4-94	151,566	7,58,68	2-50	35,642	17,84,97	6-00
1899	23,507	3,08,50,12	29,36,78	13,93,36	15,43,42	246	47-45	5-00	161,729	8,09,39	2-51	39,748	19,19,82	5-98
1900	24,752	3,29,53,34	31,54,52	15,09,31	16,45,21	245	47-85	4-99	176,903	8,95,07	2-51	42,896	20,36,52	5-88
1901	25,363	3,39,16,89	33,60,38	15,72,45	17,87,93	255	46-79	5-27	194,749	10,07,17	2-48	43,392	21,23,57	5-77
1902	25,931	3,49,77,34	33,92,69	16,70,49	17,22,20	252	49-24	4-93	196,648	10,27,48	2-51	45,577	21,23,41	5-68
1903	26,956	3,41,11,23	36,00,82	17,11,09	18,89,73	257	47-52	5-54	210,231	10,98,14	2-51	47,684	22,41,92	5-64
1904	27,565	3,52,85,95	39,64,97	18,77,50	20,87,47	277	47-36	5-91	227,097	11,76,20	2-51	52,051	25,18,61	5-39
1905	28,295	3,66,93,98	41,68,09	19,94,00	21,74,09	283	47-84	5-92	248,157	12,73,83	2-47	54,936	26,20,71	5-19
1906	29,097	3,79,20,78	44,11,73	22,00,71	22,10,99	292	49-88	5-83	271,063	13,68,31	2-46	58,869	27,50,69	5-42

APPEN

Summary of the general

Indian Railways tree

GENERAL RESULTS				
Calendar year.	Total Capital outlay in thousands of rupees.	Gross earnings in thousands of rupees.	TOTAL WORKING EXPENSES.	
			Amount in thousands of rupees.	Proportion per cent. to gross earnings.
1	2	3	4	5
1902	349,77.34	34,92.60	16,70.40	49.24
1903	344,11.23	36,00.82	17,11.00	47.52
1904	352,65.55	39,61.97	18,77.50	47.36
1905	366,95.94	41,65.00	19,91.00	47.81
1906	379,20.73	41,11.73	22,06.74	49.88

GROSS EARNINGS IN THOUSANDS										
Calendar year.	COACHING TRAFFIC.						GOODS			
	1st class.	2nd class.	Int. intermediate class.	3rd class.	Season and vendors' tickets.	Other Coaching Traffic.	Total Coaching Traffic (sum of 15 to 20).	Total Goods Traffic (sum of 23 to 27).	General merchandise.	Coal and coke for the railways and foreign railways.
14	15	16	17	18	19	20	21	22	23	24
1902	38.57	56.59	67.00	8,54.97	9.75	1,17.60	11,75.98	21,23.11	17,10.72	2,26.75
1903	41.50	58.12	71.68	9,16.71	10.11	1,56.26	12,54.40	22,41.92	18,53.15	2,29.93
1904	40.76	59.73	71.54	9,50.60	11.19	1,61.36	13,37.56	25,19.81	20,55.56	2,56.13
1905	45.12	61.16	83.06	10,65.73	12.23	1,61.60	14,34.72	26,20.71	21,32.22	2,89.10
1906	47.23	67.35	80.87	11,51.15	13.38	1,68.34	15,26.65	27,59.69	22,36.58	3,21.81

Number of passengers and quantity of goods carried, the average miles

PASSENGERS CARRIED IN THOUSANDS, THE AVERAGE MILES CARRIED AND												
Calendar year.	1st CLASS.			2nd CLASS.			INTERMEDIATE CLASSES.			3rd CLASS.		
	No.	Average miles carried.	Average rate charged per mile in pice.	No.	Average miles carried.	Average rate charged per mile in pice.	No.	Average miles carried.	Average rate charged per mile in pice.	No.	Average miles carried.	Average rate charged per mile in pice.
36	37	38	39	40	41	42	43	44	45	46	47	48
1902	565	102.28	12.86	2,530	82.30	5.21	6,813	61.30	3.11	171,716	41.08	2.33
1903	594	101.71	12.31	2,580	78.13	5.54	7,214	61.61	3.09	181,292	40.94	2.33
1904	608	95.98	13.41	2,715	74.23	5.69	7,394	62.80	3.00	190,651	40.71	2.31
1905	662	98.29	13.31	2,919	72.92	5.77	8,104	63.78	3.00	218,413	40.92	2.30
1906	684	100.71	13.16	3,026	71.47	5.74	8,491	64.12	3.06	239,391	40.86	2.29

DIX 11.

results of working

ted as one system.

OF WORKING.

NET EARNINGS.		PER MILE OPEN.			PER TRAIN-MILE.			REMARKS
Amount in thousands of rupees.	Percentage on Capital outlay.	Gross earnings.	Working expenses.	Net earnings.	Gross earnings.	Working expenses.	Net earnings.	
6	7	8	9	10	11	12	13	
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
17,22.20	1.92	13,984	6,442	6,642	3.67	1.81	1.86	The decrease in the capital outlay for 1903 is due to the revision of the capital outlay hitherto adopted for line purchased by the State from Guaranteed Railway companies.
18,89.73	3.14	13,958	6,448	7,610	3.75	1.73	1.97	
20,87.47	3.91	14,344	6,811	7,533	3.86	1.91	2.01	
21,74.00	3.92	14,731	7,047	7,684	3.89	1.86	2.03	
22,10.90	3.83	15,162	7,503	7,659	3.87	1.92	1.94	

OF RUPEES.

WORKING EXPENSES IN THOUSANDS OF RUPEES.

TRAFFIC.				WORKING EXPENSES IN THOUSANDS OF RUPEES.									
Miscellaneous stores, including coal and material for construction.	Revenue stores, including coal and material for construction.	Miscellaneous stores, including coal and material for construction.	Effect of telegraph.	Station-land and buildings.	Repairs and maintenance.	Locomotive and carriage.	Carriage and wagon.	Traction.	General.	Other expenses.	Provision for contingencies.	Provision for contingencies.	Provision for contingencies.
25	26	27	28	29	30	31	32	33	34	35	36	37	38
21.67	1,14.53	23.08	7.22	56.85	3,89.77	1,78.85	1,76.38	2,13.70	1,73.70	8.10			
23.07	1,13.90	27.31	7.81	36.93	3,88.09	6,11.55	1,52.51	2,72.19	1,78.61	96.74			
19.14	1,10.64	22.27	8.66	1,00.60	1,37.28	6,72.67	1,76.74	2,10.25	1,75.07	1,17.59			
20.63	1,16.51	28.77	7.79	1,09.67	1,81.29	7,07.58	1,84.05	2,31.02	1,89.03	1,00.00			
20.58	1,51.14	37.20	9.63	1,06.76	3,15.21	7,72.89	2,03.66	3,71.17	1,48.04	1,11.61			

carried and the average rate charged, and the train-mileage run by railways in India.

THE AVERAGE RATE CHARGED.					TRAIN MILES RUN (IN THOUSANDS).				GOODS TRAFFIC			
SEASON AND VARIOUS TICKETS.			TOTAL NO. OF PASSENGERS CARRIED.		Coaching.	Goods.	Mixed.	Total train-mileage (includes miscellaneous traffic).	Tons carried (in thousands).	Average miles carried per ton.	Average rate charged per mile.	Average rate charged per mile.
No.	Average miles carried.	Average rate charged per mile in pice.	No.	Average miles carried.								
49	50	51	52	53	54	55	56	57	58	59	60	61
15,726	8.85	1.41	19,618	40.03	21,768	76,010	31,781	92,527	15,537	137.51	5.68	
15,551	8.75	1.48	210,231	30.90	25,889	76,308	31,478	95,900	17,684	130.93	5.64	
16,729	9.08	1.41	227,097	30.06	31,577	38,797	28,620	102,721	32,051	172.42	5.39	
18,029	9.16	1.12	248,157	30.90	33,101	19,712	29,892	107,045	51,936	176.60	5.19	
19,468	9.57	1.38	271,063	29.43	37,175	41,663	31,014	114,551	58,869	165.27	5.12	

APPENDIX 12.

General results of working each railway system.

NUMBER.		Railway system (vide Appendix 38).	Year.	Number of passengers carried (in thousands)	Quantity of goods and mail carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	REMARKS.
Main head.	Sub-head.									
5' 6" GAUGE.										
...	...	Bengal Central	1902	1,921	159	13,17	7,43	5,74	56.43	† Figures shown are only for the first half of the year. Those for the second half have been included with Eastern Bengal State railway, broad gauge.
			1903	1,989	206	15,09†	10,01	5,08	66.36	
			1904	2,041	235	15,50	10,20	5,30	65.40	
			1905	2,070	276	16,06	10,08	5,98	70.28	
			1906	2,181	313	16,56	10,51	6,05	70.28	
1	(a), (f) and (g)	Pongal-Nagpur	1902	6,472	1,880	1,12,18	72,80	39,38	51.20	§ Included with the Eastern Bengal State railway, broad gauge.
			1903	6,419	1,918	1,55,18	80,02	75,16	51.69	
			1904	7,795	2,381	1,87,12	93,15	93,97	49.31	
			1905	8,002	3,975	2,41,71	1,10,18	1,31,53	45.23	
			1906	9,511	4,615	2,69,47	1,27,93	1,41,54	47.49	
2	(a), (c) to (f), (n) and (o)	Bombay, Baroda and Central India.	1902	6,834	1,927	1,71,70	83,83	87,87	48.96	§ Included with the Eastern Bengal State railway, broad gauge.
			1903	19,054	1,770	1,82,76	91,73	91,03	49.92	
			1904	21,681	1,797	1,91,08	90,19	1,00,89	47.20	
			1905	23,189	2,055	2,11,73	12,17	1,99,56	44.67	
			1906	24,809	2,314	2,19,23	1,03,54	1,15,69	47.23	
3	(c)	Eastern Bengal State	1902	13,654	1,800	1,03,83	50,03	53,80	48.18	§ Included with the Eastern Bengal State railway, broad gauge.
			1903	14,331	2,051	1,01,22	51,39	49,83	50.27	
			1904	14,180	2,610	1,08,77	57,80	50,97	53.14	
			1905	17,090	2,175	1,18,00	64,11	53,89	54.61	
			1906	21,138	3,094	1,11,12	83,13	27,99	53.00	
4	(a) to (d)	East Indian	1902	23,276	10,484	7,04,31	2,58,80	4,45,51	36.71	§ Included with the Eastern Bengal State railway, broad gauge.
			1903	21,282	10,702	7,26,62	2,46,23	4,80,39	33.89	
			1904	25,681	12,241	7,87,26	2,66,82	5,20,44	33.89	
			1905	25,938	12,236	7,79,46	2,82,15	4,97,31	36.20	
			1906	28,143	12,517	8,26,07	3,21,75	5,04,32	38.95	
5	(a)	Great Indian Peninsula	1902	18,319	2,278	4,21,25	2,11,87	2,09,38	50.17	§ Included with the Great Indian Peninsula railway.
			1903	20,221	2,518	4,88,19	2,30,10	2,58,09	49.18	
			1904	22,174	2,992	5,86,20	2,92,53	2,93,67	49.96	
			1905	23,293	3,679	6,30,41	3,05,37	3,25,04	48.44	
			1906	27,391	4,859	6,41,02	3,22,01	3,19,01	50.00	
5	(b) to (g)	Indian Midland	1902	2,520	1,349	1,09,63	55,67	53,96	50.78	§ Included with the Great Indian Peninsula railway.
			1903	2,520	1,349	1,09,63	55,67	53,96	49.52	
			1904	2,520	1,349	1,09,63	55,67	53,96	50.78	
			1905	2,520	1,349	1,09,63	55,67	53,96	50.78	
			1906	2,520	1,349	1,09,63	55,67	53,96	50.78	
6	(a) to (d)	Madras	1902	13,005	2,319	1,06,14	91,09	15,05	54.86	† Information not available.
			1903	13,712	2,349	1,73,17	1,41,50	31,67	58.51	
			1904	14,953	2,748	1,90,53	1,11,71	78,82	58.41	
			1905	16,296	2,822	2,08,11	1,22,39	85,72	58.73	
			1906	16,373	2,891	2,13,90	1,27,07	86,83	59.12	
8	(a) & (b)	Nizam's Guaranteed State	1902	1,750	935	46,96	18,73	28,23	39.89	† Information not available.
			1903	1,797	895	46,26	19,73	26,53	41.79	
			1904	1,476	878	46,53	16,83	29,70	36.17	
			1905	1,583	857	46,26	15,72	30,54	33.98	
			1906	1,707	870	48,33	18,41	29,92	39.13	
9	(c) to (f)	North Western State—								† Information not available.
		Commercial Section	1902	†	†	4,17,94	2,23,09	1,93,95	53.59	
			1903	†	†	4,89,77	2,20,61	2,69,16	45.04	
			1904	†	†	6,12,74	2,63,32	3,49,42	42.97	
			1905	†	†	5,99,17	2,81,14	3,18,03	46.92	
			1906	†	†	6,35,58	3,09,24	3,26,34	48.65	
		Military Section	1902	†	†	37,49	41,97	— 4.48	113.16	
			1903	†	†	38,99	41,71	— 2.72	106.98	
			1904	†	†	46,00	52,19	— 6.19	113.47	
			1905	†	†	43,07	43,97	— 90	102.09	
			1906	†	†	50,49	50,83	— 64	101.07	
		Total	1902	20,822	5,974	4,55,03	2,65,06	1,89,97	59.44	
			1903	22,777	6,664	5,28,76	2,42,72	2,86,04	46.61	
			1904	25,514	6,181	6,57,71	3,15,51	3,42,20	47.89	
			1905	26,417	7,237	6,42,24	3,25,11	3,17,13	50.62	
			1906	33,598	8,051	6,55,87	3,00,07	3,55,80	45.90	
10	(a) to (c)	Oudh and Rohilkhand State	1902	8,332	2,302	1,34,18	68,81	65,37	51.28	† Information not available.
			1903	8,902	2,360	1,42,13	68,49	73,64	48.10	
			1904	9,776	2,541	1,55,60	82,96	72,65	53.31	
			1905	10,797	2,910	1,56,99	92,21	64,78	58.74	
			1906	11,869	2,256	1,68,01	88,53	79,48	52.69	
11	(c)	Assam-Lengai	1902	1,763	326	20,96	18,42	2,54	87.86	† Information not available.
			1903	1,981	403	24,28	19,68	4,60	80.64	
			1904	2,123	361	30,10	28,57	1,53	94.92	
			1905	2,476	432	34,83	33,00	1,83	94.75	
			1906	2,732	604	42,20	37,02	5,18	89.86	

APPENDIX 12—contd.

General results of working each railway system—contd.

Number.		Railway system (vide Appendix 39).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earn- ings.	REMARKS.
Main head.	Sub-head.									
		8' 3 3/4" GAUGE—contd.								
12	(a) & (b)	Bengal and North-Western ...	1902	10,126	1,460	1,01,80	47,04	54,46	46.35	
			1903	12,977	1,707	1,19,15	48,50	70,65	40.71	
			1904	12,910	1,785	1,19,99	51,60	78,39	39.70	
			1905	14,005	1,815	1,21,61	53,31	70,30	43.13	
			1906	15,109	2,089	1,33,33	64,93	79,0	41.45	
13	(a) & (b)	Bengal Donors ...	1902	332	91	5,27	2,69	2,58	51.01	
			1903	443	121	6,58	3,28	3,30	49.87	
			1904	519	171	7,31	3,36	3,95	45.02	
			1905	486	194	8,32	4,35	4,47	41.32	
			1906	453	201	9,93	4,95	6,88	40.79	
14	(a) to (d)	Bhavnagar-Gondal-Junagad- Porbandar.	1902	1,506	245	16,85	10,02	6,83	59.49	
			1903	1,509	264	16,51	9,82	9,72	60.07	
			1904	1,938	302	22,37	10,55	11,81	47.20	
			1905	2,101	284	22,40	10,39	11,41	46.03	
			1906	2,200	316	23,57	10,98	12,59	46.58	
15	(a)	Burma ...	1902	12,165	1,603	1,25,03	72,30	52,73	57.83	
			1903	14,220	1,869	1,36,14	83,95	52,19	61.06	
			1904	16,118	2,175	1,51,02	85,32	65,70	56.19	
			1905	16,874	2,130	1,57,76	95,95	61,81	60.82	
			1906	17,610	2,589	1,57,32	98,70	58,62	62.74	
16	(a)	Deoghur ...	1902	185	10	30	24	6	79.75	
			1903	262	15	41	30	11	73.17	
			1904	281	14	47	32	15	68.43	
			1905	273	14	45	32	13	71.11	
			1906	329	15	51	33	21	61.11	
17	(a) & (b)	Dihru-Sadiya ...	1902	702	510	9,10	4,58	4,12	54.77	
			1903	791	556	9,76	5,26	4,50	53.89	
			1904	839	613	10,44	5,70	4,74	56.75	
			1905	873	642	10,14	5,55	4,59	54.73	
			1906	896	667	10,73	6,10	4,53	56.95	
3	(b) to (d)	Eastern Bengal State ...	1902	*	1,040	80,81	31,93	40,88	49.41	* Included with Eastern Bengal State Railway (5' 6" gauge).
			1903	*	*	85,59	41,28	41,22	51.78	
			1904	*	*	89,55	50,17	39,38	56.02	
			1905	*	*	89,38	44,68	44,70	49.99	
			1906	*	*	1,09,60	51,23	60,37	51.04	
8	(c)	Hyderabad-Godavari Valley...	1902	1,218	587	22,88	13,20	9,68	57.69	
			1903	1,183	546	22,14	13,23	8,91	59.78	
			1904	1,264	341	22,12	14,37	7,75	64.97	
			1905	1,501	373	29,64	16,35	13,29	55.16	
			1906	1,803	342	30,33	16,11	14,22	53.12	
18	(a) to (c)	Jodhpur-Bikaner ...	1902	1,878	456	25,02	13,06	11,96	52.18	
			1903	1,580	403	27,44	13,24	14,20	48.56	
			1904	1,702	439	30,60	13,51	17,09	44.15	
			1905	1,970	471	35,21	14,91	20,33	42.81	
			1906	2,107	587	40,76	18,06	22,10	45.78	
19	(a)	Morvi ...	1902	243	19	3,05	1,92	1,13	62.85	
			1903	257	19	2,98	1,53	1,45	51.43	
			1904	298	34	3,55	1,61	1,89	46.73	
			1905	286	40	3,28	1,49	1,74	46.13	
			1906	235	34	3,08	1,48	1,60	48.15	
6	(e) & (f)	Nilgiri and Shoranur-Cochin	1902	339	40	4,44	2,59	1,85	58.23	
			1903	695	156	6,28	3,56	2,72	56.53	
			1904	724	119	6,83	4,23	2,60	61.87	
			1905	782	105	7,02	4,32	2,10	60.99	
			1906	742	105	7,12	5,19	1,93	72.89	

APPENDIX 12—contd.

General results of working each railway system—contd.

NUMBER.		Railway system (vide Appendix 3 rd).	Year.	Number of passengers carried (in thousands).	Quantity of coal and minerals carried (in thousands of tons).	Gross earn- ings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	REMARKS.	
Main head.	Sub-head.										
3' 3 1/4" GAUGE—contd.											
2	(b) & (g) to (m)	Rajputana-Malwa ...	1902	1,091	3,290	2,65.04	1,25.79	1,39.25	47.46		
			1903	12,417	1,976	2,63.74	1,11.11	1,52.63	49.67		
			1904	1,194	2,117	2,01.47	1,14.80	1,26.67	47.56		
			1905	15,233	2,009	2,33.28	1,25.85	1,07.43	42.91		
			1906	16,801	2,601	2,89.52	1,56.96	1,32.56	47.31		
20	(c) & (b)	Rohilkhand and Kumaon ...	1902	1,592	432	18.54	8.76	9.78	47.00		
			1903	1,546	439	18.16	8.47	9.69	46.65		
			1904	1,613	439	19.15	8.93	10.22	46.65		
			1905	1,772	441	19.8	10.13	9.75	51.96		
			1906	2,867	702	24.50	12.57	12.02	51.12		
21	(a) to (f)	South Indian ...	1902	1,387	1,910	1,10.10	10.97	59.13	45.82		
			1903	17,878	3,526	1,88.5	51.81	77.64	46.21		
			1904	19,164	3,103	1,31.49	60.32	71.17	45.10		
			1905	19,383	3,105	1,41.04	69.77	71.26	49.47		
			1906	20,311	3,233	1,41.68	81.00	60.68	55.99		
22	(a) to (g)	Southern Mahratta ...	1902	6,997	1,616	93.17	60.65	32.52	65.69		
			1903	6,998	1,689	93.8	58.91	34.89	61.51		
			1904	7,178	1,331	1,01.36	68.0	33.36	66.16		
			1905	8,441	1,342	1,14.26	69.36	44.90	60.70		
			1906	9,390	1,115	1,22.82	74.12	48.70	60.35		
23	(a)	Udaipur-Chitor ...	1902	179	27	2.17	1.20	.97	53.31		
			1903	110	15	1.78	1.11	.67	62.63		
			1904	162	11	1.51	.98	.53	61.86		
			1905	257	16	2.08	1.04	1.04	50.00		
			1906	276	27	2.15	1.12	1.03	45.16		
24	(a)	Barnet-Basirhat Light ...	1902	...	...	...	...	...	...
			1903	
			1904	
			1905	298	2	1.11	.55	.56	49.55		
			1906	312	4	1.51	.71	.80	47.02		
25	(a)	Barai Light ...	1902	72	50	1.50	.97	.53	64.81		
			1903	62	45	1.30	.77	.53	59.23		
			1904	77	50	1.67	1.02	.65	61.09		
			1905	101	82	2.19	.80	1.39	31.53		
			1906	177	57	2.19	1.09	1.10	49.77		
26	(a)	Bukhtiar-pore-Bihar Light ...	1902	...	...	...	...	...	...
			1903	118	7	.56	.21	.35	57.74		
			1904	298	25	1.14	.48	.66	41.90		
			1905	252	19	.89	.53	.36	59.55		
			1906	274	28	1.11	.63	.48	56.78		
27	(a)	Cutch ...	1902	...	...	...	...	...	...
			1903	
			1904	
			1905	3	7	.22	.6	.38	27.27		
			1906	9	11	.40	.20	.20	50.00		
28	(a)	Kalka-Simla ...	1902	...	...	...	...	...	...
			1903	6	2	.32	.25	.07	78.00		
			1904	84	25	5.90	3.82	2.08	64.41		
			1905	97	27	7.52	3.51	4.01	46.68		
			1906	96	32	7.44	4.57	3.07	50.92		

APPENDIX 12—conold.

General results of working each railway system—conold.

NUMBER.		Railway system. (vide Appendix 38.)	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earn- ings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	REMARKS.
Main head.	Sub-head.									
1	(c)	2' 6" GAUGE—conold. Mourbhanj ...	1902	
			1903	...	...	...	...	...	...
			1904	...	...	...	...	...	...
			1905	30	13	31	24	7	77.42	
			1906	64	12	45	23	22	51.11	
1	(d)	Parlakimedi Light ...	1902	
			1903	52	4	17	27	10	155.68	
			1904	59	7	21	22	1	106.29	
			1905	68	10	27	23	4	85.19	
			1906	82	7	21	31	10	147.62	
20	(c)	Powayan Light ...	1902	258	24	76	53	23	70.24	
			1903	269	22	78	43	29	60.84	
			1904	272	25	76	49	31	60.34	
			1905	299	30	92	56	36	60.87	
			1906	322	32	1.00	60	40	60.00	
32	(a)	Ranaghat-Krishnagar Light ...	1902	241	1	76	55	21	71.97	†Included with the Eastern Bengal State Railway metre and special gauges.
			1903	248	7	86	63	33	60.66	
			1904	†	†	†11	†29	†12	70.24	
			1905	†	†	†	†	†	†	
			1906	†	†	†	†	†	†	
32	(a)	Tarakeshwar-Magra Light ...	1902	428	11	84	59	25	70.52	†Figures shown only for the first-half of the year. Those for the second-half have been included with the Eastern Bengal State Railway metre and special gauges.
			1903	427	17	85	60	25	70.40	
			1904	478	23	90	62	28	69.25	
			1905	456	22	87	65	22	74.71	
			1906	508	25	1.00	67	33	67.00	
33	(a)	Tezporc-Balipara Light ...	1902	125	8	85	63	22	74.53	
			1903	145	9	95	67	28	70.72	
			1904	149	8	88	71	17	80.43	
			1905	155	14	1.03	76	27	73.79	
			1906	156	16	1.15	80	35	69.67	
6	(g) & (h)	Morapur-Dharmappuri and Tirupattur-Krishnagiri ...	1902	
			1903	...	...	...	...	...	...
			1904	...	...	...	...	...	...
			1905	37	2	13	14	— 1	107.69	
			1906	245	14	79	81	— 2	102.53	
35	(a)	2' 6" GAUGE. Darjeeling-Himalayan	1902	80	33	8.50	4.72	3.78	55.51	
			1903	109	44	9.62	5.45	4.17	56.65	
			1904	139	44	10.45	5.73	4.72	58.46	
			1905	137	44	9.72	5.81	4.11	57.72	
			1906	134	44	9.81	5.72	4.03	58.92	
36	(a)	Howrah-Amta Light	1902	783	14	2.65	1.32	1.33	49.86	
			1903	808	17	2.77	1.39	1.38	50.82	
			1904	855	13	2.97	1.42	1.55	47.82	
			1905	940	17	3.19	1.51	1.78	45.90	
			1906	993	20	3.51	1.74	1.77	49.57	
37	(a)	Howrah-Sheekhala Light	1902	314	6	82	50	32	61.33	
			1903	343	7	87	52	35	59.85	
			1904	343	6	86	47	39	54.72	
			1905	351	6	88	50	38	56.82	
			1906	364	7	91	54	37	59.34	
38	(a)	Jorhat	1902	130	12	87	90	— 3	104.22	
			1903	155	12	91	77	14	85.02	
			1904	163	10	74	78	— 4	105.17	
			1905	167	10	70	76	— 3	98.20	
			1906	162	15	98	80	18	88.02	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India]

Number.		Railway system, vide Appendix 38.	I.		II.		2.							
Main head.	Sub-head.		Apparel including drapery, haberdashery, millinery, millinery, millinery, boots and shoes.		Coal and coke carried for the public and foreign railways.		1. Raw.		(a) Twist and yarn, European.		(b) Twist and yarn, Indian.			
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
5' 6" gauge.		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1	(a), (b) & (c)	Bengal-Nagpur	378	8,566	2,012,391	52,85,536	19,360	2,38,000	4,610	39,779	15,733	1,86,486		
2	(a), (c) to (f) & (n) & (o)	Dombay, Baroda and Central India	649	14,455	77,402	3,22,675	172,186	17,69,407	622	9,028	15,918	2,41,849		
3	...	Eastern Bengal State	833	9,101	562,598	4,47,352	3,261	12,450	1,921	14,049	3,567	28,504		
4	...	East India	4,006	1,00,700	6,484,721	2,16,25,490	70,062	9,42,872	1,862	49,050	16,762	2,06,981		
5	...	Great Indian Peninsula	1,322	54,866	219,622	6,60,398	363,527	87,23,423	12,340	3,20,360	18,068	2,00,063		
6	(a) to (d)	Madras	645	16,370	361,828	8,31,560	38,365	3,68,690	4,905	43,560	16,365	1,40,236		
8	(a) & (b)	Nizam's Guaranteed State	90	1,786	350,209	11,78,206	8,742	53,468	3,190	34,927	2,722	38,311		
9	...	North Western State	1,260	97,046	153,960	4,20,408	83,917	9,34,098	1,623	32,666	6,068	1,38,127		
10	...	Oudh and Rohilkhand State	668	8,027	85,414	2,69,378	28,086	1,62,317	2,171	13,351	6,786	47,634		
3' 3 1/2" gauge.		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
11	...	Assam-Bengal	128	1,711	22,806	63,498	2,570	19,637	677	8,022	376	3,410		
12	...	Bengal and North-Western	903	11,939	119,558	2,54,783	1,393	16,565	408	5,343	6,085	69,189		
13	...	Bengal-Dooars	62	91	13,951	58,414	1	3	18	68	40	174		
14	...	Bhavnagar-Gondal-Junagadh-Portbandar	370	2,941	11,064	11,288	32,366	1,51,761	48	329	1,114	5,994		
15	...	Burma	687	10,415	1,155	1,688	5,426	27,217	3,468	66,670	440	6,693		
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	562,500	4,82,680	191	2,332	...	...	...	...
18	(e)	Hyderabad-Hodavari Valley	63	1,775	8,937	40,046	33,552	4,00,158	308	7,297	1,039	21,281		
18	...	Jodhpur-Bikaner	207	3,406	22,409	65,603	17,805	76,501	13	87	622	3,901		
19	(e) to (h)	Madras	54	559	586	818	525	3,590	403	1,122	1,250	4,876		
19	...	Morvi	31	174	167	169	2,362	14,513	1	6	57	214		
20	(b) & (g) to (m)	Rajputana-Malwa	1,041	25,230	38,279	1,16,184	99,990	10,57,900	685	9,485	12,715	2,97,005		
20	(a) & (b)	Rohilkhand and Kumaon	386	3,561	1,292	1,497	1,911	8,262	139	622	2,333	10,976		
21	...	South Indian	167	2,253	10,021	25,790	37,434	1,86,271	2,765	31,943	10,369	78,325		
22	...	Southern Mahratta	305	4,365	9,055	47,030	105,065	5,11,474	2,360	32,131	12,739	1,26,275		
23	...	Udaipur-Chitor	16	120	89	96	1,872	7,345	6	40	30	172		
2' 0" gauge.		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
24	...	Baranot-Basirhat Light	
25	...	Barri Light	8	38	36	72	9,412	24,380	88	329	178	410		
26	...	Bakhtiarpore-Dehar Light	
27	...	Cuteh	...	...	42	118	131	340	62	211	...	...
30	...	Kalka-Simla	344	8,333	4,686	41,771	1	34	2	68	10	332		
31	(e)	Mourbhanj	1	2	204	346	1	3	...	...	19	40
31	(d)	Parlakundi Light	4	3	...	...	...	...	...	...	189	173
32	(e)	Powayan Light	...	...	...	...	...	...	...	...	...	...
33	...	Tarakshwar-Magra Light	...	...	142	124	...	...	...	...	...	...
33	...	Tezapore-Balipara Light	...	...	2,946	7,684	13	139	...	...	...	...
2' 0" gauge.		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
35	...	Darjeeling-Himalayan	203	5,939	1,657	15,302	4	100	4	113	133	3,947		
36	...	Howrah-Amra Light	
37	...	Howrah-Sheekhala Light	
38	...	Jorhat	
TOTAL 1906			17,822	3,00,672	11,187,407	32,22,988	1,120,121	1,57,09,661	44,794	9,26,354	153,485	18,61,736		
TOTAL 1905			17,908	4,00,632	10,209,501	3,80,06,878	1,232,702	1,86,70,696	46,167	9,32,423	151,396	18,86,146		
INCREASE			...	...	...	32,90,110	...	...	...	...	2,087	26,589
DECREASE			86	9,970	...	...	106,581	26,51,385	1,373	4,099	...	...

DIX 17.

earnings therefrom during the calendar year 1909.

and is therefore not the same as the total production.]

III.								IV.		V.										Number.	
COTTON.								Chemicals, excepting saltpetre.		DRUGS.											
MANUFACTURED.										2. Non-intoxicating.											
(a) Piece-goods, European.		(d) Piece-goods, Indian.		(e) Others.		TOTAL.				1. Intoxicating, other than opium.		(a) Medicinal preparations.		(b) Others.		TOTAL.					
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.			
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.				
9,335	1,04,331	7,193	1,06,308	...	...	50,231	6,74,808	348	5,204	50	1,002	...	...	1,394	17,004	1,460	18,006	1
14,485	3,01,850	22,705	3,60,006	1,091	22,068	227,007	28,97,015	759	14,489	40	1,067	39	787	2,846	43,203	2,925	44,107	2			
23,484	2,63,193	2,863	22,507	...	...	34,796	3,30,799	1,160	12,701	98	1,306	10	706	1,360	17,764	1,507	19,636	3	
61,660	15,41,285	9,010	1,07,163	3,307	57,029	163,163	20,67,080	0,354	1,04,676	132	1,914	781	31,709	2,383	40,044	3,200	73,670	4			
34,809	9,49,159	17,012	3,28,891	1,560	37,088	447,831	1,04,65,463	98	38,504	225	0,150	276	10,761	2,210	49,897	2,718	60,814	5			
7,482	1,01,780	10,581	1,16,060	94	1,26 9	77,792	7,61,614	150	3,211	1	20	346	9,654	2,870	31,516	3,223	41,070	6			
5,074	45,946	1,167	16,804	60	828	19,005	1,89,882	188	2,554	83	492	117	2,320	964	7,617	1,103	10,435	8			
19,071	4,99,450	37,774	8,00,500	1,548	33,615	152,031	24,30,016	5,408	74,367	308	7,186	761	20,172	8,164	1,20,312	9,323	1,47,090	9			
7,360	53,316	5,890	40,485	361	3,216	50,600	3,22,249	181	1,061	113	2,707	126	1,336	654	8,609	1,093	12,712	10			
2,315	22,018	649	4,473	11	119	6,408	63,269	325	2,362	6	123	83	1,242	511	3,681	603	5,046	11			
17,471	1,76,400	0,088	55,235	378	4,706	31,823	3,27,430	1,040	4,484	88	1,478	138	1,376	20,259	95,350	20,485	98,813	12			
632	3,473	71	583	...	...	702	4,300	441	3,892	1	2	...	2	468	5,861	467	5,665	13	
594	6,422	1,658	10,074	7	71	35,887	1,74,661	53	890	26	319	73	642	92	682	190	1,383	14			
6,398	1,00,002	821	10,006	6	148	10,268	2,16,761	128	3,067	...	...	92	2,226	273	3,936	365	6,062	15	
...	16		
...	...	...	...	...	...	191	2,382	...	...	400	4,105	...	...	...	...	400	4,106	17
955	16,621	1,899	19,273	17	278	37,260	4,64,808	20	213	5	118	16	304	53	637	73	1,069	18			
1,215	10,357	3,028	19,644	47	408	23,739	1,10,788	67	734	9	130	30	483	277	2,640	316	3,188	19			
300	1,208	470	2,185	...	...	2,937	19,361	21	245	...	...	29	310	379	1,513	387	1,829	20
40	200	164	630	3	14	2,017	15,583	0	45	163	203	9	35	10	20	182	350	21			
14,297	3,41,107	18,514	3,03,743	1,139	25,471	138,340	21,54,674	312	0,809	142	2,890	33	640	1,800	34,819	2,071	38,868	22			
768	3,629	2,321	13,031	63	541	6,535	32,581	77	643	27	332	21	331	1,440	8,031	1,488	9,544	23			
8,242	1,11,402	4,502	39,851	325	2,317	69,677	4,40,109	118	2,527	104	934	906	7,413	1,098	10,493	2,007	18,842	24			
4,583	67,861	5,094	75,172	509	0,983	13,1,206	8,19,896	733	8,142	40	639	188	2,052	430	5,119	604	8,709	25			
220	1,562	363	2,924	5	45	2,494	12,078	...	1	3	42	...	...	48	336	51	378	26	
...	27		
279	1,157	300	871	17	54	10,234	27,201	23	71	...	...	2	11	50	147	52	158	28	
...	29		
68	310	261	776	30		
176	3,668	75	1,495	25	805	289	5,900	7	179	2	52	40	1,064	111	960	159	2,066	31			
76	107	7	17	...	...	103	176	1	1	...	...	...	...	4	14	4	14	32
14	11	14	16	...	...	217	200	2	2	...	...	...	...	12	8	12	8	33
219	367	219	867	34		
64	141	64	141	35		
...	13	138	8	62	6	63	...	36		
368	10,148	86	3,974	26	695	621	17,671	70	1,209	42	1,285	112	2,534	...	37		
...	38		
...	39		
340,219	47,85,007	100,824	26,17,848	10,599	1,96,353	1,735,402	3,67,52,848	10,888	2,91,714	3,110	33,369	4,238	97,778	50,400	5,10,880	56,812	6,42,095				
345,598	49,34,386	143,906	33,60,606	9,667	1,86,870	1,629,392	3,84,06,457	15,611	3,58,920	3,221	37,503	3,706	92,724	51,481	5,28,446	57,350	6,68,673				
...	...	16,469	271,183	1,943	12,473	...	...	4,397	33,094	...	...	631	5,063	...	...	...	...
5,374	89,478	...	...	...	...	92,890	36,55,689	...	...	111	4,139	...	...	959	17,406	598	16,577	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India]

Number.		Railway system, vide Appendix B.	VI DYES AND TANS.															
Main head.	Sub-head.		(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.		(4) Myrabolams.		(5) Tanning bark.		(6) Turmeric.		(7) Others.		TOTAL.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
5' 6" gauge.																		
1	(a), (b) & (c)	Bengal-Nagpur	...	...	...	...	...	33,174	2,08,361	...	...	6,607	55,985	2,963	20,494	43,824	3,74,670	
2	(a), (c) & (e)	Bombay, Baroda and Central India.	1,100	24,153	200	1,358	37	680	96	1,160	453	2,871	1,963	38,240	2,962	38,123	6,020	1,00,678
3	...	Eastern Bengal State.	...	...	179	1,591	85	1,167	...	...	...	...	5,010	31,009	281	1,907	5,555	36,764
4	...	East Indian	100	3,731	1,129	10,063	1,887	30,354	5,244	42,174	4,128	10,145	6,990	1,40,186	4,371	52,703	24,239	3,06,209
5	...	Great Indian Peninsula	1,840	48,338	1,165	27,350	366	7,284	27,845	1,00,000	14,631	63,589	9,100	1,30,057	3,503	47,419	68,361	8,20,138
6	(a) to (d)	Madras	535	6,143	174	1,199	928	12,083	2,810	16,701	24,053	1,01,616	10,528	73,050	1,097	11,643	41,025	2,82,025
7	(d) & (b)	Nizam's Guaranteed State.	319	3,808	55	427	3	66	306	1,608	2,806	14,057	701	7,890	130	1,003	4,415	30,388
8	...	North Western State	602	20,880	73	623	1,494	41,705	443	4,213	1,485	5,109	4,063	60,057	8,037	64,584	16,895	2,17,201
9	...	Oudh and Rohilkhand State.	61	721	461	2,090	80	714	101	1,345	420	1,370	1,653	17,166	285	2,600	3,137	27,032
3' 3 1/2" gauge.																		
11	...	Assam-Bengal	...	...	27	126	...	...	2	30	1	5	72	980	8	170	110	1,336
12	...	Bengal and North-Western.	33	449	1,146	11,602	1,201	10,890	165	1,495	880	2,567	3,072	37,087	737	7,872	8,140	71,632
13	...	Bengal-Doon	...	...	...	...	...	...	...	...	...	...	29	104	45	222	74	328
14	...	Bharnagar Gondal-Jungad-Furbandar.	111	780	9	56	4	34	84	457	1	4	221	1,103	353	1,087	703	4,091
15	...	Burma	...	...	2,015	28,637	...	7	8	128	278	2,071	881	6,773	79	801	4,161	39,077
16	...	Dooghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18	(e)	Hyderabad-Godavari Valley.	25	417	48	690	60	909	43	172	222	603	276	3,303	93	1,113	768	7,316
19	...	Jodhpur-Bikaner	17	143	1	8	100	1,736	22	86	1,907	9,603	212	1,801	2,000	11,099	4,364	24,920
20	(e) to (h)	Madras	...	3	...	2	9	43	20	25	164	480	77	214	53	407	323	1,213
21	...	Morvi	3	13	...	1	2	6	1	1	...	...	11	43	23	86	40	160
22	(b) & (g)	Rajputana-Malwa	1,361	33,898	205	1,815	208	4,540	350	3,510	1,855	10,518	2,381	30,181	2,063	31,464	6,434	1,15,855
23	(a) & (b)	Rohilkhand and Kumaon.	12	85	433	2,002	21	101	31	161	888	2,690	740	8,777	70	740	2,313	8,584
24	...	South Indian	634	5,904	204	1,176	334	3,803	593	3,990	6,808	47,805	2,700	20,017	761	7,177	11,126	88,073
25	...	Southern Mahratta	349	4,076	257	2,062	228	2,523	8,996	38,569	31,727	68,066	6,056	49,444	623	5,336	38,836	1,60,234
26	...	Udaipur-Chitor	20	110	1	5	4	34	2	12	2	12	68	405	26	186	113	764
2' 6" gauge.																		
28	...	Barnet-Poorhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Bard Light	14	43	30	74	...	...	16	36	1	4	404	1,113	63	166	517	1,436
30	...	Bukhtarpore-Bolar Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	...	Cutch	...	...	...	...	...	...	...	...	...	...	...	...	27	74	27	74
32	...	Kalka-Simla	...	1	1	9	...	...	...	...	90	593	4	91	86	836	140	1,427
33	(e)	Mourmhanj	...	...	...	...	...	...	35	67	21	54	7	18	3	9	69	136
34	(d)	Parlakimedi Light	...	...	...	...	...	...	170	208	132	16	106	97	...	1	418	467
35	(e)	Puwayan Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
36	...	Tarakshwar-Magra Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
37	...	Tesporo-Balpara Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2' 0" gauge.																		
39	...	Darjeeling-Himalayan	...	...	2	50	...	2	...	...	...	...	3	43	36	776	41	871
40	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
41	...	Howrah-Sheakhala Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
42	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1908			7,621	1,54,568	9,015	1,01,551	7,050	1,17,734	50,698	8,06,747	83,056	4,05,373	66,189	7,10,507	30,187	3,32,040	2,89,784	24,29,630
TOTAL 1906			7,130	1,60,301	8,933	96,178	6,469	1,00,808	79,278	8,76,376	69,821	3,39,740	63,191	6,81,013	30,970	3,80,594	8,64,845	23,58,096
INCREASE			491	...	918	8,623	581	10,926	1,989	...	14,285	66,633	2,968	40,494	...	...	18,913	61,723
DECREASE			...	8,833	...	...	...	...	...	66,669	...	...	...	...	788	18,554	...	...

DIX 17--continued.

Earnings therefrom during the calendar year 1906.

and is therefore not the same as the total production.]

VII						VIII.		(IX.—continued on following page.)								X.	
FODDER.						Fruits and veget- ables, fresh.		GRAIN AND PULSES.								Main head.	
(1) Oil-cake.		(2) Hay, straw and grass.		Total.				(1) Grain and pulse.		(2) Jowar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.			
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.		
5,137	23,520	6,910	34,084	11,777	58,510	7,508	59,702	89,513	7,52,601	3,561	17,390	160,315	7,24,036	939,791	22,00,601	1	
11,690	81,370	128,628	7,12,614	141,324	7,95,444	30,370	1,61,206	103,507	5,80,784	20,350	1,30,104	7,860	30,436	55,501	3,01,790	2	
12,460	20,184	22,840	32,441	35,280	61,625	9,435	80,820	49,433	1,73,050	...	...	273,811	9,19,785	305,304	8,04,741	3	
98,009	1,01,114	36,000	89,308	70,700	2,48,772	9,720	1,37,247	250,020	17,31,601	2,870	2,67,824	64,214	3,40,711	313,801	13,50,808	4	
29,843	1,37,070	71,350	4,94,707	98,204	5,78,567	17,797	1,75,187	801,076	20,42,018	249,609	17,63,011	2,900	8,800	112,301	7,61,608	5	
12,243	54,100	3,317	1,020	15,560	65,120	10,947	1,07,707	60,410	6,24,914	118,177	7,53,301	140,577	6,34,392	210,239	9,45,788	6	
911	5,204	2,788	14,618	3,700	19,810	2,720	10,455	24,786	103,191	51,816	1,01,625	1,077	6,060	20,613	1,50,803	7	
11,270	51,204	80,004	3,48,413	10,004	3,80,677	20,777	2,01,500	460,948	37,40,352	177,643	11,03,510	19,068	1,85,610	105,516	13,02,889	8	
4,973	18,073	23,705	60,300	28,610	81,252	10,250	41,004	81,116	3,12,759	37,728	1,47,000	12,000	72,800	37,600	1,30,251	10	
2,153	9,103	1,100	5,718	3,318	14,880	1,325	5,417	4,757	30,504	...	...	18,757	50,378	183,251	6,37,015	11	
7,677	33,003	4,210	14,166	11,917	48,148	2,631	71,331	10,369	4,02,620	18,242	1,00,107	64,000	2,61,600	210,806	8,04,612	12	
150	2,147	447	1,350	606	3,470	25	144	2,550	8,110	...	...	2,836	4,153	15,283	50,705	13	
871	4,876	3,463	11,192	4,324	16,798	4,779	22,275	7,048	19,944	19,688	63,560	324	1,188	10,474	39,105	14	
1,706	0,781	883	4,316	2,640	11,100	31,075	2,32,128	25,738	1,01,731	1,414	16,874	658,916	2,40,975	83,806	4,02,761	15	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
2,820	11,173	105	449	2,925	11,621	721	6,201	12,286	82,000	36,601	2,03,380	71	171	14,383	70,277	18	
163	580	10,204	23,000	10,407	24,255	1,309	7,343	17,778	94,806	89,921	4,71,049	5,267	17,350	46,905	2,09,725	19	
690	1,417	80	910	775	1,747	806	2,431	3,272	0,503	247	608	5,851	7,797	17,841	42,315	20	
41	73	71	222	116	295	176	434	1,324	1,869	477	783	18	85	207	608	21	
5,383	21,080	125,123	5,63,991	130,155	5,27,011	30,871	2,67,582	167,947	17,51,016	82,920	6,87,810	2,709	24,137	89,785	3,91,453	22	
447	1,334	6,349	17,263	6,793	18,617	4,130	20,935	31,804	81,083	4,580	12,771	8,000	27,740	10,214	31,540	23	
42,187	1,33,428	650	3,491	42,813	1,30,010	31,494	1,73,331	61,601	2,83,805	37,623	2,12,922	123,027	4,00,317	141,340	5,06,255	24	
0,227	32,046	17,543	73,174	20,770	1,00,410	11,068	75,228	50,801	3,50,243	119,600	7,68,005	13,883	63,460	72,708	6,01,537	25	
16	51	654	2,432	660	2,483	111	644	1,581	5,213	60	103	4	17	771	3,006	26	
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...	28
90	213	7	13	90	220	41	131	4,285	9,790	0,416	13,054	130	290	1,763	2,826	29	
...	30
...	31
100	1,110	421	3,054	624	5,064	323	5,699	1,835	10,638	45	302	19	155	563	5,711	32	
1	3	16	33	17	85	86	97	73	155	1	827	1,174	4,814	8,198	1	33	
25	23	2	2	27	26	23	20	409	804	...	...	1,001	747	1,150	986	1	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
7,423	2,002	5	5	1,428	3,007	1,703	1,540	10	28	...	...	8,304	3,470	108	118	36	
971	2,010	...	...	971	2,010	...	...	283	1,260	...	...	490	2,343	...	...	37	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
53	553	10	148	63	701	93	1,067	1,335	13,700	...	...	14	137	12,078	1,43,301	39	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
109,764	8,71,291	658,881	24,16,478	768,425	32,88,768	277,453	18,58,885	1,980,409	1,30,42,142	1,142,260	60,02,255	1,57,781	55,32,634	2,60,402	1,24,75,803	43	
185,031	8,31,063	819,913	13,85,067	514,944	21,86,720	276,055	18,39,753	1,091,088	1,08,50,255	1,160,333	80,63,638	1,300,700	58,00,665	2,040,109	1,11,30,426	44	
4,733	40,628	336,748	10,01,410	243,481	11,02,044	790	10,138	288,811	30,82,887	200,608	6,53,929	457,351	1,34,427	45
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Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India]

NUMBER.		Railway system, vide Appendix 3A.	IX										HIDES	
Main head.	Sub-head.		GRAIN AND PULSE--conold.										(a) Dressed or tanned.	
			(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.					
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
			5' 0" gauge.											
1	(a), (b) & (c)	Bengal-Nagpur	59,405	5,29,858	4,914	39,970	6,750	21,504	618,869	47,71,020	...	...	...	...
2	(a), (c) to (f) & (u) & (v)	Bombay, Baroda and Central India	68,616	3,21,700	6,615	55,640	13,804	71,454	282,542	15,56,067	11	89	...	...
3	...	Eastern Bengal State	2,158	7,156	11,341	87,602	5,794	19,731	617,770	20,01,048	25,735	1,40,027	...	...
4	...	East Indian	283,002	22,75,227	51,445	4,37,791	77,497	4,30,718	1,120,962	69,35,950	564	8,368	...	...
5	...	Great Indian Peninsula	175,915	13,85,206	24,231	2,15,317	49,212	3,56,938	916,832	71,35,025	76	1,012	...	...
6	(a) to (d)	Madras	3,318	17,639	5,616	27,806	61,897	3,88,895	612,924	32,01,482	1,303	12,904	...	...
7	(a) & (b)	Nizam's Guaranteed State	2,054	13,064	1,662	9,938	1,310	6,429	105,298	4,84,067	1	14	...	...
8	...	North Western State	1,159,854	1,22,01,138	69,394	2,47,062	96,589	5,81,843	2,214,972	1,05,03,610	153	940	...	...
10	...	Oudh and Rohilkhand State	127,173	7,90,858	13,692	69,097	96,323	4,79,253	400,491	19,63,206	...	...	...	...
3' 3 1/2" gauge.														
11	...	Assam-Bengal	46	267	1,739	13,178	14	580	210,814	7,34,823	...	...	...	...
12	...	Bengal and North-Western	12,726	3,03,114	4,219	39,149	22,677	11,91,111	701,694	31,90,165	8	40	...	...
13	...	Berhal-Duara	1	8	564	3,060	1,012	3,033	25,844	70,919	177	1,202	...	...
14	...	Bhavnagar-Gondal-Junagad-Portbandar	5,652	17,790	268	1,118	8,159	21,643	62,063	1,56,283	6	17	...	...
15	...	Burma	2,619	13,110	7,811	68,976	6,230	42,813	712,707	37,71,037	53	669	...	...
16	...	Deoghat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya . . . . .	...	...	...	...	462	3,417	19,105	92,653	...	...	...	...
18	(c)	Hyderabad-Godavari Valley	7,272	69,013	204	1,390	339	1,495	74,536	4,85,830	...	...	...	...
19	...	Jodhpur-Bikaner	67,832	3,31,700	954	3,577	45,827	2,21,907	274,621	13,53,279	4	37	...	...
20	(a) to (k)	Madras	181	780	761	6,001	5,558	28,105	33,685	32,470	10	37	...	...
21	...	Morvi	518	755	57	141	692	1,200	3,361	6,320	...	...	...	...
22	(b) & (g) to (m)	Rajputana-Malwa	176,998	15,70,767	7,505	57,140	177,237	15,80,326	674,601	59,89,283	130	603	...	...
23	(a) & (b)	Rohilkhand and Kumaon	3,023	69,324	1,578	4,881	41,327	1,13,705	132,373	3,44,620	...	...	...	...
24	...	South Indian	551	2,688	2,231	11,212	23,332	1,22,067	380,604	16,07,066	1,000	14,456	...	...
25	...	Southern Mahratta	13,187	79,562	5,665	43,391	21,369	1,01,514	300,409	20,21,112	93	433	...	...
26	...	Udaipur-Chitor	3,410	14,479	24	453	2,332	8,193	8,215	31,563	...	...	...	...
2' 6" gauge.														
27	...	Barasat-Basirhat Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Baru Light	1,173	2,515	14	46	28	71	13,385	29,531	...	...	...	...
29	...	Bukhtarpore-Bihar Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
30	...	Cuteh	316	1,008	16	45	314	1,080	4,268	13,814	...	...	...	...
31	...	Kulka-Sumla	1,020	7,704	1,709	10,109	1,186	7,851	6,351	54,000	...	...	...	...
32	(c)	Mourbhauj	1	3	35	59	1	4	5,752	9,594	...	...	...	...
33	(d)	Parlakimedi Light	19	15	10	0	345	219	5,073	2,370	...	...	...	...
34	(e)	Powayan Light	1,648	2,946	...	...	3,136	3,091	8,308	6,591	...	...	...	...
35	...	Tarakeswar-Magra Light . . . . .	...	...	126	130	...	...	3,555	3,761	...	...	...	...
36	...	Tesopore-Balipara Light . . . . .	...	...	...	...	...	...	749	3,603	...	...	...	...
2' 0" gauge.														
37	...	Darjeeling-Himalayan	2	31	1,437	23,900	341	5,065	15,807	1,86,344	...	...	...	...
38	...	Howrah-Amra Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
39	...	Howrah-Sheakhala Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
40	...	Jorhat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1908			3,259,163	2,00,01,505	225,730	15,16,761	975,707	58,31,755	10,080,102	6,73,92,858	29,363	1,81,664	...	...
TOTAL 1905			2,573,394	2,46,35,821	181,901	11,55,804	953,275	51,36,130	9,979,818	5,71,50,632	30,669	1,62,669	...	...
INCREASE			...	...	43,829	3,59,957	22,432	3,95,625	800,284	1,42,033	...	19,388	...	...
DECREASE			314,231	40,34,319	...	...	...	...	...	...	706	...	...	...

DIX 17—continued.

earnings therefrom during the calendar year 1906.

and is therefore not the same as the total production.]

X								XI.		XII.		XIII.								Main Prod.
HIDES AND SKINS.								Horns.		Hemp (Indian) and other fibres excluding jute.		JUTE.								
(1) OF CATTLE.		(2) SKINS OF SHEEP AND OTHER ANIMALS.				TOTAL.						(1) Raw.		(2) Gunny bags and cloth.		TOTAL.				
(b) Raw.	(a) Dressed or tanned.	(b) Raw.	TOTAL.		Quantity.							Earnings.	Quantity.	Earnings.	Quantity.			Earnings.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.					
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.					
11,401	1,25,541	...	...	...	...	11,401	1,25,541	406	3,292	8,305	54,175	16,137	67,941	22,820	2,17,243	30,263	2,75,066	1
1,050	16,360	3	61	2,840	36,350	4,533	52,306	173	2,207	2,103	20,098	375	8,810	11,818	76,910	12,103	82,726	2		
...	...	2,401	13,318	...	...	28,101	1,53,345	302	760	12,633	37,200	829,188	60,37,693	23,835	70,933	863,023	61,08,466	3
40,174	6,02,027	426	6,427	13,750	1,01,651	54,913	9,01,471	163	6,645	29,016	2,24,376	157,017	8,06,471	33,617	7,00,910	211,464	15,60,464	4		
8,089	1,21,441	53	2,089	17,630	2,32,938	20,745	3,58,417	1,535	20,420	11,210	1,36,290	1,21	13,790	29,006	2,67,248	31,176	3,11,044	5		
6,305	51,374	3,507	41,936	34,362	3,06,030	46,407	1,11,618	966	8,120	7,118	60,302	149	1,030	18,161	1,33,670	18,369	1,34,718	6		
911	9,543	...	3	2,713	24,306	3,860	33,866	223	1,736	703	6,416	11	133	2,919	21,819	2,330	21,981	8		
10,686	1,42,513	178	2,137	17,365	1,00,970	34,372	4,70,905	287	2,399	697	8,140	73	904	54,393	4,43,133	53,403	4,44,497	9		
6,153	44,864	...	...	4,180	18,658	10,333	63,562	643	2,490	16,037	30,422	172	1,697	0,702	48,436	0,871	49,533	10
...	
848	11,201	...	...	29	325	877	11,016	7	128	323	1,461	95,439	2,21,088	784	4,654	96,223	2,25,742	11
9,930	67,301	17	185	3,340	20,732	13,318	81,324	125	764	9,977	42,153	7,635	30,148	16,790	60,761	24,134	1,35,062	12		
...	...	6	26	...	...	183	1,227	...	...	...	...	...	...	126	185	10,097	48,355	13
208	1,235	17	190	624	3,709	851	5,151	5	20	1	5	...	...	1,698	8,696	1,098	8,696	14
3,161	31,118	2	23	61	476	3,267	35,175	43	622	7	70	15	242	16,183	63,559	15,308	64,100	15		
...	16	
...	17	
381	6,316	...	...	850	9,181	1,231	14,407	42	536	141	1,471	3	24	2,837	21,051	2,840	24,078	18
470	4,410	...	16	1,009	9,108	1,673	13,690	1	0	67	207	10	51	1,626	17,232	4,030	17,383	19		
70	107	51	105	1,068	2,285	1,208	2,624	12	31	545	1,883	1	1	704	1,981	705	1,968	20		
39	126	4	9	60	205	103	343	3	8	14	54	...	...	168	450	168	450	21
3,737	43,824	10	142	6,563	64,100	10,410	1,12,089	111	1,111	2,839	16,321	508	6,490	16,581	1,12,100	17,989	1,17,699	22		
803	4,412	...	...	489	1,009	1,362	6,410	65	445	2,014	8,166	7	27	2,032	9,644	2,030	9,671	23
4,104	35,230	1,305	21,410	8,715	50,078	15,304	1,27,180	227	1,981	3,716	20,093	135	11,510	63,628	11,978	64,711	...	24		
1,936	16,627	230	1,184	11,411	80,321	13,730	98,568	407	4,364	1,563	11,265	4	36	8,611	55,894	8,615	55,910	25		
112	688	...	1	158	760	208	1,455	...	2	3	15	1	4	204	935	205	930	26		
...	
77	211	...	...	86	236	163	447	5	15	21	57	...	2	1,123	3,609	1,423	3,611	27
...	28	
...	29	
80	420	...	1	23	209	62	681	...	6	14	235	1	24	126	1,305	126	1,410	30		
3	8	...	...	...	...	3	8	...	...	...	...	1	3	137	231	138	234	31
305	266	...	...	...	...	305	266	1	1	...	...	5	4	40	53	54	57	32
...	
20	72	...	...	...	...	20	72	...	...	...	...	1,508	1,940	...	...	1,508	1,940	33
...	34	
250	3,811	...	...	6	83	265	3,394	7	136	...	7	1	43	142	1,853	143	1,906	35
...	36	
...	37	
...	38	
119,131	14,68,012	8,338	88,648	127,403	12,67,915	264,315	20,07,127	6,640	61,292	101,143	6,04,186	1,121,575	72,42,064	311,180	25,35,805	1,432,765	97,77,889	39		
91,687	10,38,123	10,038	1,15,655	111,656	11,18,480	248,675	24,27,612	5,021	55,826	92,910	6,08,063	1,027,320	64,66,430	310,315	26,93,974	1,345,635	91,42,404	40		
27,604	4,35,791	...	...	15,687	1,41,480	40,440	5,09,615	1,082	5,466	8,338	98,093	94,255	7,63,654	...	...	80,120	6,36,485	41
...	...	2,305	27,010	5,135	1,48,169	42	

Principal commodities carried by railways and the earnings

[The total quantity of each commodity represents the total weight conveyed over all railways in India]

NUMBER.		Railway system, <i>vide</i> Appendix 38.	XIV.		XV.									
Main head.	Sub-head.		Lac.		LEATHER.									
					(1)		(2)		Total.		(1)		(2)	
					Unwrought.		Wrought, excepting boots and shoes.				Ale and beer.		Wines and spirits of all kinds including country spirit.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
5' 6" gauge.														
1	(a), (b) & (c)	Bengal-Nagpur	7,713	72,158	1,230	8,701	...	...	1,230	8,701	708	2,454	1,677	10,656
2	(a), (c) to (f) & (a) & (c).	Bombay, Baroda and Central India	206	1,776	1,160	14,321	186	13,039	2,054	28,200	1,537	18,242	4,366	33,578
3	...	Eastern Bengal State	1,278	9,808	68	172	44	115	102	317	341	3,074	645	14,178
4	...	East Indian	21,013	3,82,053	1,410	49,424	102	21,560	2,342	70,033	7,141	50,520	2,610	81,122
5	...	Great Indian Peninsula	720	9,004	977	13,817	1,263	31,355	2,244	45,172	9,088	1,18,344	9,422	1,18,210
6	(a) to (d)	Madras	105	1,153	4,217	54,004	5,113	48,441	8,550	1,04,443	4,223	11,160	6,063	46,107
7	(a) & (b)	Nizam's Guaranteed State	9	54	1,285	17,558	118	1,136	1,353	18,694	1,792	16,676	690	7,590
8	...	North Western State	1,535	23,938	2,715	34,644	1,618	10,432	4,407	76,076	7,649	97,243	6,418	1,24,216
10	...	Ondh and Kolikhand State	979	6,500	...	...	162	1,710	182	1,740	5,122	19,696	2,035	24,555
3' 3 1/2" gauge.														
11	...	Assam-Bengal	742	7,117	...	...	2	34	3	38	151	1,310	493	2,004
12	...	Bengal and North-Western	2,176	16,208	138	461	66	1,113	236	1,574	68	447	301	3,317
13	...	Bengal-Dehra	1	30	...	...	...	...	...	...	...	20	27	258
14	...	Bhavnagar-Gondal-Durgam-Parbhur	23	60	712	1,674	40	544	312	1,018	25	115	151	1,102
15	...	Burma	1,300	21,686	38	542	66	1,022	64	1,564	2,010	31,321	817	13,412
16	...	Deoghar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dahanu-Saheba . . . . .	...	...	...	...	...	...	...	...	69	1,048	...	...
18	(e)	Hyderabad-Godavari Valley	17	163	19	180	71	1,318	90	1,528	20	116	30	415
19	...	Jodhpur-Bikaner	368	1,900	160	1,417	145	1,787	394	3,204	113	934	67	856
20	(e) to (h)	Madras . . . . .	...	0	28	113	10	40	38	163	1,334	3,417	337	2,078
21	...	Morvi	4	16	...	...	16	40	10	41	3	6	3	8
22	(b) & (g) to (m).	Rajputana-Malwa	631	5,623	728	7,942	706	7,102	1,124	15,944	2,306	17,046	1,503	22,743
23	(a) & (h)	R. Bikaner and Kumaon	222	912	6	38	34	298	39	216	1,130	6,336	157	2,308
24	...	South Indian	105	1,113	13	109	24	312	37	412	463	2,703	4,009	28,236
25	...	Southern Mahatta	64	830	1,053	10,111	84	856	1,139	11,147	1,671	14,310	2,777	20,306
26	...	Udaipur-Chitor	2	14	11	55	6	42	10	97	...	1	6	67
2' 6" gauge.														
27	...	Barasat-Basrahat Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Barso Light . . . . .	...	2	...	2	10	45	10	49	...	...	10	38
29	...	Bukhtnagar-Bihar Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
30	...	Cutch . . . . .	...	...	4	11	...	...	4	11	...	...	...	...
31	...	Kalka-Simla . . . . .	...	1	3	63	21	887	24	630	1,653	11,037	148	3,424
1	(e)	Moorhooj	1	3	...	1	...	...	...	1	...	1	8	37
2	(d)	Parlakinedi Light . . . . .	...	...	2	2	...	...	2	2	1	1	68	53
3	(e)	Powayan Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
4	...	Tarakeshwar-Magan Light	10	18	...	...	...	...	...	...	...	...	...	...
5	...	Tesopore-Balipara Light . . . . .	...	...	...	...	...	...	...	...	...	...	20	120
2' 0" gauge.														
6	...	Darjeeling-Himalayan	5	97	...	...	6	104	6	104	511	5,169	201	6,022
7	...	Howrah-Anta Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
8	...	Howrah-Shoakhala Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
9	...	Jorhat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1906			42,404	5,63,477	15,633	2,10,543	10,460	1,73,070	25,093	9,90,210	40,551	4,77,817	46,706	5,69,789
TOTAL 1905			41,140	5,52,436	11,836	1,70,520	9,234	1,61,545	21,170	8,62,065	51,171	5,24,723	41,181	5,67,335
INCREASE			...	11,041	3,697	40,023	1,226	...	4,823	28,154	...	...	4,525	...
DECREASE			1,736	...	...	...	...	17,860	...	...	1,620	47,206	...	17,446

DIX 17—continued.

therefrom during the calendar year 1906.

and is therefore not the same as the total production.]

XVI.				XVII—(contd. on following page).																NUMBER.		
LIQUORS.				METALS.																Main head.		
(3) All other sorts, including toddy and fermented liquor other than ale and beer.				(5) IRON AND STEEL.																		
Total.				(1) Brass, unwrought.		(2) Brass, wrought.		(3) Copper, unwrought.		(4) Copper, wrought.		(a) Cast.		(b) Unwrought.		(c) Wrought.						
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.					
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.					
...	...	2,385	19,709	...	...	1,980	21,680	...	...	223	2,847	875	7,195	...	...	40,353	1,55,033	1
1,621	9,405	7,544	58,264	1,300	17,204	806	11,497	351	4,933	612	8,414	1,342	18,342	501	6,433	25,456	2,81,809	2				
...	...	1,286	17,850	1,281	7,345	3,021	21,944	152	472	392	1,190	279	1,108	750	2,433	50,128	2,74,126	3				
500	4,144	10,341	1,13,786	2,250	20,023	8,241	96,210	102	1,322	787	13,862	8,783	80,156	61,000	1,34,186	74,200	8,72,024	4				
27	114	19,037	2,31,704	3,078	1,680	2,324	42,197	850	17,102	1,201	20,117	2,915	47,574	4,220	53,493	64,603	10,93,025	5				
5,250	30,514	16,413	1,20,781	247	2,829	1,848	19,103	72	760	406	4,101	308	4,122	1,910	16,256	16,325	1,32,742	6				
1,001	8,216	4,381	32,508	223	1,917	249	2,635	392	2,059	49	643	125	1,219	2,683	19,166	2,578	27,422	8				
548	8,038	13,015	2,20,407	500	10,234	2,210	31,168	418	5,008	860	10,754	2,134	50,392	4,317	37,409	51,018	8,25,509	9				
...	...	7,167	48,151	100	573	3,194	19,700	3	30	228	1,508	653	5,223	17	111	15,941	75,310	10				
...	...	641	4,223	...	2	210	1,927	...	...	3	31	16	83	1	11	4,185	27,732	11		
...	...	359	3,704	105	1,568	1,822	13,702	6	66	88	979	1,039	8,072	578	2,611	8,108	69,693	12				
...	...	27	278	...	1	14	60	...	...	1	2	...	...	...	...	1,367	12,358	13
...	...	170	1,647	307	913	272	1,532	122	612	15	573	306	1,280	215	526	1,427	8,212	14				
23	530	3,439	45,563	46	424	218	3,190	38	245	35	480	706	4,514	437	2,024	7,691	62,120	15				
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	69	1,046	...	...	...	...	...	...	...	...	1,305	32,694	...	...	...	...	17
655	3,456	711	3,960	28	223	180	2,398	2	23	19	210	121	1,136	847	8,344	2,338	35,293	18				
27	162	197	1,996	19	16	109	1,418	1	17	125	674	1,085	13,561	152	702	2,530	13,773	19				
48	284	1,521	6,828	2	13	37	170	8	68	31	222	65	614	18	18	902	5,808	20				
24	93	30	106	2	8	24	90	...	3	5	15	12	44	...	...	150	694	21		
212	2,730	4,027	43,119	1,330	26,613	2,005	20,498	305	8,143	371	5,162	702	9,008	1,444	6,761	18,324	1,81,344	22				
1	5	1,327	8,609	91	461	468	2,755	4	27	51	250	68	324	129	533	4,041	20,150	23				
523	1,841	4,082	32,780	877	6,532	988	10,564	65	451	106	1,711	939	16,221	2,124	13,007	7,839	60,855	24				
4,023	41,010	12,671	76,550	150	1,760	907	9,504	88	1,006	433	1,581	752	6,315	5,153	28,666	6,588	55,706	25				
...	...	6	88	...	...	9	69	2	8	...	33	7	20	16	280	134	1,275	26		
...	27			
...	...	10	38	3	10	49	153	2	6	33	104	2	7	3	0	1,651	2,729	28				
...	29			
...	5	17	4	14	30			
21	516	16,906	...	3	31	26	456	1	10	38	162	217	8,061	257	3,500	404	7,516	31				
...	...	29	...	...	...	13	35	...	...	...	...	8	16	...	...	97	406	32
...	...	69	64	...	...	4	5	...	...	...	...	11	17	...	...	119	101	33
...	197	462	34			
...	98	68	4	8	35			
...	...	20	120	26	102	36			
...	...	742	11,181	...	...	33	745	...	...	8	208	38	916	3	57	594	11,285	37
...	38			
...	39			
...	40			
19,867	111,091	116,310	11,50,297	12,650	1,03,754	81,641	1,35,747	2,050	44,246	6,120	79,099	28,310	2,91,940	67,770	1,35,881	410,077	42,70,969	41				
14,661	67,294	100,913	11,79,252	13,401	1,00,354	30,808	1,42,144	4,552	70,100	8,008	108,544	37,438	3,40,208	60,446	1,27,109	530,860	31,93,404	42				
5,806	44,697	8,363	...	...	...	633	...	...	...	...	...	...	...	...	...	73,217	7,77,565	43
...	...	19,965	771	36,820	...	0,397	1,608	25,950	1,888	28,645	9,089	45,346	8,627	91,158	...	...	...	44	

[The total quantity of each commodity represents the total weight conveyed over all railways in India]

NUMBER.		XVII.														XVIII.													
		Metals—continued.														Oils.													
		(5) Iron and steel —continued.		(6) Copper.		Total.		(1) Kerosine.		(2) Castor.		(3) Cocunut.		(4) Mustard and rape.															
		(d) Manufactures.																											
Main head.	Sub-head.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.														
5' 0" gauge.																													
1	(a), (b) & (c)	Bengal-Nagpur ...	3,668	60,000	127,722	6,87,765	471,850	9,34,952	20,421	2,62,342	2,826	23,504	1,125	8,300	...	...											
2	(a), (c) to (f) & (g) & (h)	Bombay, Baroda and Central India ...	27,411	3,96,569	69,414	2,59,040	114,445	10,18,550	10,637	263,383	1,673	17,175	657	8,679	853	8,034													
3	...	Eastern Bengal State ...	7,793	39,027	10,571	37,339	74,319	3,85,553	149,049	34,875	145	875	1,119	10,617	81-6	59,197													
4	...	East Indian ...	28,136	3,80,324	7,020	1,36,955	193,711	17,11,845	89,963	7,61,902	1,060	20,422	2,370	21,098	10,672	50,241													
5	...	Great Indian Peninsula ...	20,221	3,85,611	2,46,600	22,53,422	1,50,004	70,01,015	62,502	8,83,118	1,272	17,404	2,677	49,009	73	419													
6	(a) to (d)	Madras ...	16,831	1,54,007	2,511	23,049	66,539	3,89,170	30,142	2,84,400	3,313	12,364	4,188	35,551	24	179													
7	(a) & (b)	Nizam's Guaranteed State ...	1,441	12,362	540	6,717	7,721	74,770	5,652	46,200	32	2,241	1-9	1,752	1	26													
8	...	North Western State ...	17,001	2,79,225	5,479	65,316	84,052	1,29,516	29,506	5,80,509	644	7,087	1,366	18,064	2,417	24,194													
9	...	Oudh and Rohilkhand State ...	1,017	27,019	1-7	5,517	25,422	1,34,978	19,719	92,118	113	698	42	385	511	3,960													
3' 3 1/2" gauge.																													
11	...	Assam-Bengal ...	1,120	11,760	1,000	15,773	7,222	50,019	13,431	4,407	36	339	84	879	1,090	10,007													
12	...	Bengal and North-Western ...	6,777	48,418	5,167	2,06,000	22,710	1,61,604	29,875	1,03,729	350	2,620	209	1,635	1,143	10,480													
13	...	Bengal-Donors ...	75	912	501	6,678	1,738	19,511	1,815	6,770	...	...	30	114	272	1,241											
14	...	Bhavnagar-Gandhid-Jamshed-Porbandar ...	938	4,811	268	1,201	3,000	29,169	4,622	15,951	192	751	78	420	76	161													
15	...	Baroda ...	9,129	1,01,482	379	3,379	18,010	1,68,272	9,787	63,297	179	1,070	747	8,569	23	341													
16	...	Dagbhr ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya ...	...	...	1,157	9,280	5,542	42,274	7,818	20,000	...	...	...	...	...	...							
18	(c)	Hyderabad-Gulshara Valley ...	638	10,503	204	2,809	4,685	5,944	2,365	22,691	111	1,000	139	1,488	...	3													
19	...	Jalapur-Bikaner ...	104	2,884	512	1,113	4,988	37,331	2,681	10,861	221	1,892	47	300	6	62													
20	(a) to (d)	Madras ...	339	2,206	82	733	1,625	9,117	2,304	10,101	22	78	672	1,278	...	...											
21	...	Morvi ...	37	150	16	60	384	1,079	260	347	13	28	6	10	5	14													
22	(b) & (g) to (h)	Rajputana-Malwa ...	6,587	85,005	59,055	1,11,631	81,000	4,51,250	11,590	10,178	884	5,802	282	3,700	501	3,002													
23	(a) & (b)	Rohilkhand and Kumaon ...	309	1,671	205	1,719	5,472	29,036	7,402	7,404	34	145	9	84	108	613													
24	...	South Indian ...	8,181	81,045	1,801	12,144	23,313	2,01,921	37,113	1,60,067	3,669	24,308	1,773	7,003	71	371													
25	...	Southern Malabar ...	4,720	51,099	48,223	2,89,919	67,178	1,46,506	29,657	1,91,687	337	7,003	1,735	10,603	...	...											
26	...	Udampur-Chitor ...	12	71	52	361	372	2,120	267	1,284	2	15	5	29	...	...											
2' 6" gauge.																													
28	...	Baraset-Bayrhat Light ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Basi Light ...	294	818	28	100	1,373	3,931	515	1,305	6	17	104	...	...	...										
30	...	Bukhtarpore-Bihar Light ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	...	Cutch ...	129	302	1	4	139	377	113	368	...	...	18	44	2	4											
32	...	Kalka-Simla ...	295	3,278	55	1,400	1,274	20,722	654	7,151	4	83	...	1	6	80													
33	(c)	Mourbhanj ...	25	67	6	21	149	545	47	65	0	11	2	8	5	12													
34	(d)	Parlakimedi Light ...	5	4	10	16	140	141	328	203	7	5	2	2	...	...											
35	(e)	Powayan Light ...	...	...	...	...	197	402	...	...	...	...	...	...	...	...					
36	...	Tarakeshwar-Magra Light ...	10	23	...	...	121	129	...	...	...	...	...	...	173	236					
37	...	Tezporo-Balipara Light ...	...	...	...	...	26	162	...	...	...	...	...	...	...	...					
2' 0" gauge.																													
38	...	Darjeeling-Himalayan ...	460	10,490	146	2,836	1,217	26,439	772	10,030	3	65	6	133	374	4,968													
39	...	Howrah-Anta Light ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
40	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
41	...	Jorhat ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1906		...	167,175	21,47,608	923,601	30,75,531	1,670,512	1,16,48,873	680,317	62,70,019	20,066	1,48,864	10,707	1,91,791	26,678	3,43,873													
TOTAL 1905		...	120,298	17,07,320	612,001	22,73,020	1,108,272	89,85,505	537,336	37,63,129	10,799	1,41,070	20,929	2,04,460	31,661	1,87,769													
INCREASE		...	37,877	4,40,418	411,600	18,02,511	562,240	26,63,368	142,981	25,06,890	9,267	7,794	...	...	8,017	1,56,104											
DECREASE		...	...	...	...	...	...	...	...	...	...	...	921	12,738	...	...											

the earnings therefrom during the calendar year 1906.

and is therefore not the same as the total production.]

XIX (continued on following page).

XIX (continued on following page).																			Main head.
Oil-seeds.																			
(5) Others.		Total.		(1) Castor.		(2) Peanuts.		(3) Linseed.		(4) Poppy.		(6) Rape and mustard.		(6) Til or jujol.		(7) Cotton seed.			
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.		
3,107	24,369	34,929	3,44,575	...	...	...	...	14,579	1,29,365	...	...	6,706	41,383	26,283	2,31,803	...	...	1
3,482	31,270	20,332	2,70,547	27,600	2,41,300	1,306	12,432	5,818	53,891	13,163	93,697	19,068	1,50,004	30,064	2,26,543	...	...	2
1,785	4,815	150,000	1,08,979	1,052	1,838	...	...	11,511	30,872	10	69	23,372	84,728	924	3,331	...	...	3
3,061	60,409	110,020	9,70,141	21,745	1,60,305	216	1,544	120,918	8,11,430	36,517	2,57,382	130,117	11,37,773	20,720	1,50,250	47,367	3,90,171	4	
11,125	1,23,720	77,799	15,74,750	30,614	1,92,628	8,820	88,032	94,595	11,04,360	18,851	2,16,115	137,9	2,07,768	106,907	11,96,787	171,038	17,25,115	5	
14,356	81,303	60,543	4,13,081	35,080	97,021	3,030	17,324	16	58	172	805	891	6,924	37,183	1,56,068	...	...	6
584	5,254	6,050	75,475	53,165	2,91,589	70	577	6,075	16,433	116	578	104	558	19,523	1,19,015	6,763	27,302	8	
5,665	61,403	70,057	0,9,977	177	1,536	201	3,410	1,219	9,700	721	4,361	5,121	6,04,864	12,311	80,414	112,383	6,24,017	9	
609	3,609	21,127	1,00,850	4,037	17,547	71	229	6,385	20,831	19,942	82,232	12,031	62,332	4,157	17,292	...	...	10
151	1,320	14,779	50,008	50	74	...	4	75	160	2	11	2,170	19,713	333	1,184	16	126	11	
336	2,760	25,938	1,21,104	10,090	23,419	58	606	75,024	1,03,607	6,869	34,630	16,413	1,34,700	791	4,391	...	...	12
2	67	2,146	6,242	...	...	...	...	...	...	...	...	670	3,002	...	...	...	...	13
614	2,613	4,342	10,579	3,058	10,630	238	1,149	6	15	669	2,031	1,259	6,343	5,334	17,980	...	...	14
9,678	95,611	20,365	1,79,785	15	172	3,014	38,916	13	102	3	64	5	37	7,707	13,798	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	7,939	20,680	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
784	7,566	3,408	32,017	100	1,193	73	625	25,016	1,72,749	51	410	29	164	4,775	29,690	21,850	1,42,608	18	
826	5,733	8,770	27,548	3	23	132	...	1	0	20	7,189	26,210	5,079	21,606	19
1,609	4,167	5,107	15,913	339	570	68	207	...	...	...	3	8	16	915	1,631	...	...	6
71	233	304	631	5	12	3	11	...	...	3	5	3	6	608	723	2,229	8,236	19
2,870	27,709	16,100	1,31,881	22,323	53,631	1,345	15,767	4,720	27,670	16,088	1,68,057	34,071	1,82,513	28,255	1,54,638	...	...	2
102	1,082	2,765	0,433	4,114	11,880	38	241	1,223	2,861	5,324	7,654	5,550	21,625	1,211	3,165	...	...	20
16,894	63,111	40,320	2,54,400	5,551	31,400	104,515	2,06,950	4	10	46	310	1,139	6,026	23,570	1,40,820	...	...	21
4,132	20,897	36,384	2,20,240	4,543	22,215	4,473	22,064	4,047	43,121	480	4,015	517	3,551	16,435	1,21,214	17,550	82,719	22	
0	47	270	1,374	...	...	9	75	78	200	531	1,680	...	...	950	2,709	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
302	1,102	1,049	2,727	157	361	1,393	3,081	9,631	21,602	16	45	14	36	1,236	2,610	4,272	9,101	25	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
58	180	188	577	...	...	21	64	...	...	...	...	19	55	41	133	...	...	27
29	493	694	7,818	5	7	...	...	3	30	4	83	...	2	2	31	42	480	30
5	5	65	116	1	2	...	...	...	...	...	...	8	17	25	59	...	...	1
7	7	314	217	7	6	...	...	...	...	...	...	20	10	140	101	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	383	490	...	...	...	...	20
...	...	173	236	...	...	...	...	...	...	...	...	135	169	...	...	...	...	28
885	214	886	214	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
104	1,782	1,289	17,808	...	...	...	...	...	1	...	...	...	10	...	7	...	...	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
83,886	6,22,702	730,527	64,84,872	227,503	11,76,971	130,805	4,09,501	390,070	27,61,800	110,384	8,09,480	308,513	27,84,794	8,0,507	27,88,533	393,078	20,15,435	...	
86,884	7,18,845	6,85,772	50,05,282	190,416	10,12,983	124,908	3,70,919	423,707	31,58,420	96,889	7,12,181	357,130	24,93,737	308,836	23,61,009	380,027	29,41,904	...	
...	...	50,768	4,78,850	28,988	1,56,000	5,800	38,582	...	...	10,860	98,299	11,392	2,65,490	47,671	3,74,074	3,951	...	...
2,510	60,143	...	...	...	...	...	...	22,727	9,06,564	...	...	...	...	...	...	...	30,459	...

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways.]

NUMBERS.		XIX.				XX.		XXI.		XXII.				
		OIL-SEEDS - coals.								Proiz.				
		(8) Others.		Total.		Opium.		Paper and pasteboard.		(1) Dried fruits and nuts.		(2) Ghee.		
Main head.	Sub-head.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
5' 6" gauge.		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1	(a), (b) & (c).	Bengal-Nagpur	11,634	54,837	59,336	4,61,388	61	1,743	936	10,410	11,130	88,084	3,318	44,621
2	(a), (c) to (f) & (n) & (o).	Bombay, Baroda and Central India	7,987	45,766	104,702	8,17,119	2,529	62,618	8,792	94,698	11,506	1,51,079	6,333	88,201
3	...	Eastern Bengal State	2,694	10,482	38,953	1,37,361	9	118	6,328	8,789	1,413	2,917	734	5,113
4	...	East Indian	5,534	39,943	395,638	28,50,785	8,000	2,19,031	17,350	1,75,662	6,859	86,236	17,073	3,80,879
5	...	Great Indian Peninsula	12,707	98,190	367,747	49,19,849	489	23,368	3,114	60,475	38,376	6,00,040	11,068	1,55,061
6	(a) to (d)	Madras	4,492	2,78,071	126,614	3,56,831	52	1,869	1,206	16,918	8,400	46,823	5,628	62,036
8	(a) & (b)	Nizam's Guaranteed State	2,753	8,877	88,465	4,67,687	23	809	700	7,628	6,663	73,648	816	11,102
9	...	North Western State	125,692	16,96,904	392,915	29,37,266	72	810	3,850	60,201	29,080	4,97,309	11,392	1,37,294
10	...	Oudh and Rohilkhand State	20,626	81,786	67,851	2,72,063	1,834	40,006	3,082	23,123	1,492	12,306	2,508	15,906
3' 3" gauge.														
11	...	Assam-Bengal	8	41	2,654	12,313	3	37	93	673	408	3,637	246	2,319
12	...	Bengal and North-Western	5,168	25,377	141,685	6,31,786	6,361	1,03,530	3,452	8,323	1,284	16,629	3,893	36,065
13	...	Bengal-Dooars	8	47	678	3,045	...	...	19	67	3	6	22	53
14	...	Bhavnagar-Gondal-Jamnad- Porbandar	14,519	60,184	25,151	90,136	18	184	262	1,440	2,626	10,662	1,670	10,805
15	...	Burma	437	2,982	12,192	60,111	26	471	711	11,172	1,422	11,314	908	14,621
16	...	Deoghur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya . . . . .	...	...	...	...	...	...	...	...	976	6,687	...	...
18	(e)	Hyderabad-Godavari Valley	4,184	28,623	59,468	3,70,015	13	673	237	2,850	2,695	29,719	820	6,604
19	...	Jodhpur-Bikaner	34,633	1,23,137	47,230	1,77,099	29	458	93	710	2,478	11,207	6,282	63,760
20	(e) to (h)	Madras	1,050	5,028	3,351	7,374	...	...	26	127	49	170	100	767
21	...	Korvi	244	467	3,694	4,510	7	17	45	171	23	240	55	180
22	(b) & (g) to (m).	Rajputana-Malwa	7,870	38,246	113,211	5,78,721	2,300	36,661	2,722	64,283	19,205	1,48,053	10,278	1,20,320
23	(a) & (b)	Rohilkhand and Kumaon	42	112	17,404	47,937	569	12,121	83	482	387	2,107	208	1,088
24	...	South Indian	2,753	13,614	137,581	3,93,172	...	1	2,121	39,088	570	4,311	1,494	11,208
25	...	Southern Mahratta	7,069	38,177	63,169	3,37,970	2	42	666	8,552	20,421	2,07,184	4,425	36,122
26	...	Udaipur-Cuttur	5	12	1,379	4,142	52	304	45	351	437	2,232	380	2,262
2' 6" gauge.														
27	...	Barasat-Buxirhat Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Barvi Light	1,389	3,161	18,005	43,476	...	...	47	104	600	1,962	67	210
29	...	Bukhtnarpore-Debar Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
30	...	Cutch	40	110	127	362	...	...	4	10	166	561	6	23
31	...	Kalka-Simla	11	160	67	733	3	99	300	8,342	84	1,407	48	628
32	(a)	Mourbhari	309	584	313	661	...	...	22	48	2	5	17	43
33	(a)	Parlakmed Light	107	91	292	317	...	...	4	4	3	1	1	1
34	(c)	Powayan Light . . . . .	...	...	303	489	...	...	...	...	...	...	...	...
35	...	Tarakeshwar-Nagra Light . . . . .	...	...	136	168	...	...	8	18	...	...	20	39
36	...	Tospore-Dalipara Light	11	82	11	82	...	...	...	...	...	...	21	143
2' 0" gauge.														
37	...	Darjeeling-Himalayan . . . . .	...	...	...	18	...	6	101	2,708	36	715	21	347
38	...	Howrah-Amra Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
39	...	Howrah-Sheekhala Light . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
40	...	Jorhat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1906		316,565	28,56,511	2,290,314	1,61,13,979	28,361	5,03,638	49,654	6,00,500	178,083	20,24,089	62,100	1,78,681	
TOTAL 1905		278,918	20,68,923	2,169,710	1,63,86,564	22,864	4,72,179	42,094	5,00,689	182,666	20,57,816	83,904	1,91,261	
INCREASE		37,647	8,87,588	120,598	7,67,415	497	31,459	7,560	99,811	...	...	...	...
DECREASE		...	...	...	...	...	...	...	...	4,588	33,477	1,785	12,870	

DIX 17—continued.

the earnings therefrom during the calendar year 1906.

in India and is therefore not the same as the total production]

SIGN.				XXIII.														XXIV.				Main head.	NUMBER.
				RAILWAY PLANT AND ROLLING-STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.																			
(3) Others.		Total.		(1) Locomotives, engines and tenders and parts thereof.		(2) Carriages and trucks and parts thereof.		(3) Materials.						Total.		Salt.							
								(a) Steel rails and fish-plates.		(b) Sleepers and keys of steel and cast-iron.		(c) Others.											
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.						
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.						
5,387	74,421	10,865	3,07,626	377	3,686	639	2,255	3,549	14,324	46	368	86,937	4,40,330	93,768	4,69,983	107,146	6,78,692	1					
24,946	1,57,260	47,874	3,96,620	185	1,054	540	3,443	43,368	1,85,187	3,026	13,463	62,240	2,24,810	109,369	4,27,916	301,465	6,91,868	2					
8,329	62,218	10,476	60,478	200	1,220	...	...	191	553	95	90	19,175	35,076	19,081	36,936	66,626	4,41,107	3			
79,031	8,27,990	103,562	12,96,906	2,253	21,122	1,684	16,861	1,413	8,294	318	3,488	102,109	5,61,912	107,916	6,00,677	244,430	12,00,738	4					
66,008	4,59,395	96,072	12,15,035	95	816	114	1,040	22,778	2,41,071	20,212	1,32,353	10,081	67,664	53,327	4,04,969	221,103	21,30,470	5					
108,434	7,65,081	122,476	8,97,439	6	117	5	244	1,190	9,632	101	246	651	4,617	2,853	11,055	104,648	6,15,035	6					
5,117	24,470	15,026	1,15,420	...	...	...	...	22	177	...	...	...	...	22	177	39,053	1,68,348	7
11,408	1,89,874	61,840	8,14,237	1	7	103	312	49	784	682	1,500	80,414	2,67,662	81,343	2,66,266	133,413	8,30,414	8					
683	7,316	4,891	35,647	...	...	...	...	...	...	...	...	3,071	8,623	3,071	8,623	67,292	2,75,948	10
4,478	36,765	5,132	42,771	...	...	...	...	393	9,623	...	...	226	865	619	4,466	22,491	86,695	11
13,326	64,670	18,443	1,11,261	6	64	104	108	...	...	...	...	246	312	413	110,788	4,89,848	12		
885	4,201	910	4,283	...	...	...	...	27	12	...	...	208	478	235	490	4,332	12,462	13
5,739	28,450	9,220	49,023	147	305	...	...	1	5	...	...	8	15	150	325	8,331	8,010	14	
40,046	3,58,742	42,376	3,81,677	...	...	...	...	618	2,213	...	...	6	3	854	2,266	20,725	2,11,345	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	978	8,597	...	...	...	...	...	...	...	...	...	...	...	...	919	4,991	17
3,981	17,587	7,190	54,000	...	...	...	...	...	...	...	...	...	2	...	2	10,364	98,768	18
1,900	10,164	10,089	75,147	648	1,436	3	8	509	1,270	101	210	3,624	10,610	4,883	13,470	24,159	1,16,686	19					
6,218	21,271	6,457	22,208	1	8	...	...	32	325	...	...	92	392	126	735	4,791	8,068	20	
379	1,032	817	1,471	...	...	...	...	1,118	970	57	32	13	8	1,188	1,010	774	1,454	21	
14,782	1,00,999	37,705	3,00,372	218	1,613	98	423	28,914	1,28,458	692	2,343	160,016	1,69,016	1,79,998	2,91,743	276,316	26,35,292	22					
656	6,469	1,251	8,054	3	36	26	5,56	35	53	3,464	9,316	322	1,163	3,820	10,651	30,683	99,310	23					
28,128	1,74,000	30,193	1,90,619	99	63	...	2	13	70	3	5	884	2,20	943	2,56	81,703	3,11,068	24					
19,895	1,35,364	53,641	3,77,675	3	10	791	4,830	6,711	51,694	717	2,593	7,280	14,637	15,638	1,03,664	57,817	4,66,261	25					
905	3,805	1,728	8,369	1	1	...	...	1	3	...	...	3	9	5	13	1,620	6,818	26	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27
82	287	936	2,465	...	...	...	...	...	...	...	...	...	...	...	...	3,920	9,311	28
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
...	...	191	651	...	...	...	...	...	...	...	...	...	...	...	...	...	...	30
3,576	26,417	3,708	28,462	...	...	...	...	...	...	...	...	...	...	...	...	1,014	9,863	31
67	124	66	172	...	...	...	...	27	113	...	...	16	57	43	170	879	1,561	32
36	33	39	35	...	...	...	...	...	...	1	1	3	3	3	3	527	240	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	288	361	34
...	...	20	30	...	...	...	...	...	...	...	...	...	...	...	...	134	114	35
...	...	21	143	...	...	...	...	...	...	68	537	...	...	68	537	4	26	36
1,344	23,480	2,300	34,463	...	...	...	...	...	...	...	...	...	...	...	...	1,320	18,661	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40
497,841	35,79,809	707,823	67,82,639	4,143	31,476	4,427	26,951	111,216	6,50,776	20,646	166,594	629,808	19,44,405	679,300	27,31,923	1,843,189	1,13,78,764						
435,111	35,42,909	701,681	67,91,436	4,877	26,625	3,638	17,008	97,468	6,48,374	29,361	1,66,398	690,739	31,89,315	725,946	29,14,738	1,738,046	1,07,33,782						
13,330	27,140	5,853	...	...	4,661	789	11,513	13,757	1,06,402	395	856	...	...	...	...	106,093	6,64,973	
...	...	...	5,907	736	...	...	...	...	...	...	...	60,864	3,44,730	46,647	3,22,798	...	...				

Principal commodities carried by railways and

(The total quantity of each commodity represents the total weight conveyed over all railways in India)

Main head.	Sub-head.	Railway system, vide Appendix 3.	XXV.						XXVI.									
			SALTPETRE AND OTHER SALINE SUBSTANCES.						SILK.									
			(1) Saltpetre.		(2) Other saline substances.		Total.		(1) Raw.				(2) Piece goods.				Total.	
									(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.			
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5' 6" gauge.																		
1	(a), (b) & (c)	Bengal-Nagpur	...	...	...	...	...	...	...	...	500	8,430	...	...	...	...	500	8,430
2	(a), (c) & (f)	Bombay, Baroda and Central India.	2,152	17,912	1,520	12,820	3,072	30,732	282	6,034	95	2,317	50	1,570	74	1,769	481	11,720
3	...	Eastern Bengal State	112	305	3,272	10,130	3,384	10,564	...	...	384	3,612	...	...	...	...	384	3,612
4	...	East Indian	22,092	3,49,814	24,561	1,69,310	15,653	4,18,834	...	...	509	7,467	...	...	104	4,620	793	12,406
5	...	Great Indian Peninsula	1,052	10,112	4,417	49,639	5,469	59,781	137	1,985	98	6,513	10	415	7	281	283	9,320
6	(a) to (d)	Madras	508	6,490	1	16	600	6,045	31	277	161	3,475	340	3,218	32	363	567	7,333
7	(a) & (b)	Nizam's Guaranteed State.	151	904	1,429	8,628	1,380	9,622	...	...	...	...	...	5	...	6	...	11
9	...	North Western State	6,256	20,931	6,457	60,491	12,713	80,332	209	3,375	214	5,553	21	563	20	937	473	10,468
10	...	Oudh and Rohilkhand State.	1,017	4,050	223	975	1,270	5,031	...	...	...	...	...	...	2	30	2	30
3' 3 1/2" gauge.																		
11	...	Assam-Bengal	...	...	...	...	...	...	...	...	20	234	...	...	...	...	20	234
12	...	Bengal and North-Western.	12,044	18,172	7,315	1,125	10,009	78,597	...	...	7	50	...	...	3	44	10	94
13	...	Bengal-Dooars	1	0	84	384	85	398	...	...	...	...	...	...	...	...	...	...
14	...	Bharuagar-Gondal Junagadh-Forbandar.	62	282	11	57	73	339	9	36	2	12	...	...	...	1	11	40
15	...	Burma	9	146	81	1,399	90	1,638	32	613	11	381	4	80	1	7	45	1,390
16	...	Deeghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18	(c)	Hyderabad-Godavari Valley.	66	710	174	1,371	240	2,000	4	76	2	37	...	1	6	118	11	332
19	...	Jodhpur-Bikaner	372	1,915	1,400	6,827	1,772	8,737	18	62	...	13	...	9	3	31	21	115
20	(c) to (d)	Madras	60	444	...	...	59	444	...	...	20	86	...	...	...	...	20	86
21	...	Morvi	3	14	...	...	3	14	...	...	...	...	...	...	...	...	...	...
22	(b) & (c) to (m)	Rajputana-Malwa	7,068	61,006	2,009	15,710	9,945	70,716	186	9,141	17	900	50	2,230	40	1,706	293	13,986
23	(a) & (b)	Rohilkhand and Kumaon	151	353	1,006	2,851	1,157	3,204	...	...	...	...	...	...	...	...	...	...
24	...	South Indian	435	2,383	8	103	443	2,486	1	28	10	170	13	159	21	159	45	522
25	...	Southern Mahratta	279	2,244	277	2,067	556	4,271	110	2,693	211	1,024	1	8	...	...	352	4,684
26	...	Udaipur-Chitor	54	248	35	220	89	504	...	...	...	...	...	...	1	5	1	5
2' 6" gauge.																		
27	...	Barnet-Bashkat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Barel Light	...	...	51	150	54	150	2	10	...	...	...	...	...	...	2	10
29	...	Bukhtiarpore Behar Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30	...	Cutch	4	10	...	...	4	10	...	...	...	...	...	...	...	...	...	...
31	...	Kalka-Simla	1	12	2	40	3	52	2	23	4	53	...	...	...	...	6	111
32	(e)	Mourbhanj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	(d)	Parlakimedi Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
34	(c)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Tarakeshwar-Magra Light	...	...	7	10	7	10	...	...	2	6	...	...	...	...	2	6
36	...	Tospore-Balpara Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2' 0" gauge.																		
37	...	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
38	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
39	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
40	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1906			55,838	4,37,226	53,134	3,79,147	10,7,222	8,16,375	1,068	24,656	2,369	41,727	480	8,264	413	10,116	4,803	84,793
TOTAL 1905			40,374	3,77,916	50,833	3,79,093	100,097	7,67,469	1,174	28,973	2,732	46,023	190	8,897	382	11,620	4,468	95,213
INCREASE			6,314	69,410	2,311	...	8,625	68,874	...	...	...	...	290	...	80	...	...	...
DECREASE			...	...	...	639	...	...	141	4,323	363	4,301	...	433	...	1,404	185	10,460

DIX 17—continued.

the earnings therefrom during the calendar year 1906.

and is therefore not the same as the total production.]

XXVII.														XXVIII.		Main head.	
Prices.														Stone and lime.			
(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.		(4) Ginger.		(5) Pepper.		(6) # Others.		Total.					
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.		
7,061	58,759	...	...	10,773	1,30,240	...	...	...	...	7,115	62,357	21,972	2,31,256	73,799	2,54,180	1
1,108	20,071	95	1,474	2,930	23,854	1,790	0,003	750	15,696	8,654	92,061	15,733	1,62,740	60,527	1,67,526	2	
17,486	1,45,037	202	6,122	5,796	39,437	1,133	10,833	274	4,206	3,814	10,733	29,765	2,37,367	40,972	50,477	3	
8,724	1,74,873	500	14,131	0,051	1,51,815	1,470	14,055	1,026	48,005	11,319	1,83,221	32,810	5,46,240	437,290	14,00,014	4	
10,291	2,31,274	73	1,842	0,331	91,002	375	7,407	301	19,853	11,004	1,46,761	31,406	4,02,510	1,30,314	4,79,881	5	
11,323	1,35,791	46	531	21,873	1,51,820	720	5,777	0,425	43,481	3,168	17,691	45,074	4,64,907	75,470	1,57,707	6	
887	8,846	11	165	2,701	21,816	35	353	41	47	1,401	12,787	6,106	43,804	19,758	59,023	7	
506	5,316	269	4,833	6,116	84,400	1,427	14,135	1,213	27,373	5,067	49,892	16,017	1,85,017	240,202	4,21,640	8	
1,669	23,858	31	306	1,873	16,207	309	3,443	88	868	1,621	0,989	5,379	40,761	8,758	1,73,611	10	
1,931	22,027	...	...	2,026	15,400	2	11	5	40	157	1,840	4,121	39,735	18,847	4,612	11
2,482	20,470	640	2,479	0,901	34,513	1,353	12,302	503	0,423	3,113	23,029	13,682	98,111	31,643	67,903	12	
408	2,232	38	368	12	30	74	103	31	163	59	240	714	8,145	371	2,313	13	
470	2,389	5	40	541	2,742	10	85	10	76	1,142	3,182	2,101	8,104	88,970	82,536	14	
5,976	57,955	6	228	5,890	07,203	005	10,114	53	781	164	2,537	13,075	1,00,519	145,622	2,03,045	15	
...	16
...	17
574	6,040	1	10	020	0,847	20	283	11	115	442	4,501	1,650	18,201	1,490	6,164	18	
111	853	0	48	809	7,074	21	189	35	206	391	1,701	1,120	10,134	29,273	53,300	19	
1,811	3,800	5	16	2,706	10,362	42	131	170	297	87	234	4,927	15,020	1,513	7,914	20	
8	30	...	1	69	247	4	11	1	3	02	260	143	004	8,221	0,058	21	
743	10,155	101	2,355	4,289	38,132	455	0,055	504	17,802	9,825	92,298	10,007	1,00,007	86,442	2,07,137	22	
260	3,091	27	100	032	3,078	175	870	20	214	841	2,236	1,614	0,000	0,530	16,527	23	
14,404	72,185	546	4,825	8,525	85,233	564	2,005	784	0,515	454	2,100	25,277	1,74,333	2,15,099	2,15,610	24	
10,970	68,480	168	2,761	16,012	10,006	290	2,610	408	3,382	0,801	61,761	37,370	2,50,139	62,241	1,01,400	25	
5	28	...	2	35	212	16	112	3	25	112	464	170	810	143	482	26	
...	27
518	1,435	...	1	10	84	8	24	0	24	182	467	727	1,075	205	407	28	
...	29
2	7	...	...	44	122	13	39	1	3	40	134	109	304	4	10	30
8	155	...	4	12	239	212	1,203	1	16	7	123	240	1,830	1,700	12,841	31	
22	45	...	...	3	3	...	...	...	...	7	15	31	63	735	569	32
2	2	...	...	17	15	...	...	...	...	20	21	45	34	4	4	33
...	34
4	7	35
...	36
...	37
...	38
40	1,181	147	2,373	12	242	...	13	17	491	19	362	243	4,001	1,859	11,634	39	
...	40
...	41
...	42
90,803	10,06,999	2,605	45,504	128,194	10,98,888	11,878	1,14,625	13,052	1,50,703	80,045	7,70,093	230,054	38,32,401	1,804,631	41,51,884	43	
101,805	11,32,847	2,401	46,940	119,637	11,47,915	11,983	1,37,947	12,305	1,72,040	79,693	7,05,641	3,27,514	34,33,242	1,076,702	30,62,039	44	
...	...	274	...	2,587	...	...	...	1,998	17,683	552	...	2,440	...	223,960	5,10,345	45
1,702	36,948	...	1,655	...	40,037	377	23,322	...	...	...	18,552	...	1,10,841	...	...	46

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed]

Number.		XXIX.										XXX.					
		SUGAR.										TEA.					
		(1) #		(2) Unrefined.				Total.				(1) Foreign.		(2) Indian.		Total.	
Railway system, vide Appendix 34		Refined or crystallized including sugarcandy.		(a) Sugar.		(b) Gur, rab, jaggery, molasses and other saccharine products.											
Main head.	Sub-head.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5 0" gauge.																	
1	(a), (b) & (c)	Bengal-Nagpur	16,070	1,09,199	...	...	12,507	97,200	27,687	2,06,398	...	...	373	6,424	373	6,424	
2	(a), (c) to (f) & (n) & (v)	Bombay, Baroda and Central India	44,762	6,44,180	384	2,0-5	30,210	3,01,221	75,368	9,47,475	381	5,143	303	5,048	683	10,191	
3	...	Eastern Bengal State	15,0-0	1,20,407	10,75-	87,755	30,4-3	1,72,689	71,270	9,80,861	...	...	33,314	6,70,120	33,314	6,70,120	
4	...	East Indian	47,208	3,68,029	100,160	10,90,42	137,425	6,72,903	280,797	1,72,552	...	...	2,021	43,220	2,021	43,220	
5	...	Great Indian Peninsula	78,200	12,70,046	12,011	91,207	96,102	8,09,900	184,173	21,73,713	139	2,180	1,031	24,408	1,170	26,678	
6	(a) to (d)	Madras	9,312	55,821	7,303	26,418	61,713	2,55,740	78,178	9,34,181	1	18	840	18,816	847	18,863	
7	(a) & (b)	Nizam's Guaranteed State	3,997	31,907	367	2,901	5,001	36,715	0,465	69,593	17	241	82	1,461	90	1,702	
8	...	North Western State	179,811	27,80,184	32,163	2,83,867	110,497	10,22,164	311,587	40,06,505	880	20,717	2,125	31,617	2,904	34,721	
9	...	Oudh and Rohilkhand State	21,493	1,61,117	62,100	2,61,772	149,671	7,15,681	203,333	11,17,378	...	...	2,362	19,004	2,362	19,004	
3' 8 1/2" gauge																	
11	...	Assam-Bengal	5-8	3,407	1,018	7,010	2,212	10,120	4,111	21,712	...	...	20,178	1,64,818	20,178	1,64,818	
12	...	Bengal and North-Western	7,421	61,671	40-1	2,84,718	99,34	5,01,717	140,114	4,11,506	...	...	60	780	60	780	
13	...	Bengal-Bocara	705	3,010	231	894	9-7	4,615	1,993	8,649	...	...	16,121	3,31,088	16,121	3,31,088	
14	...	Bhavnagar-Gondal-Junagadh-Port-Bandar.	10,150	46,011	...	...	3,611	11,828	13,761	68,273	1	10	83	616	84	636	
15	...	Burma	186	1,857	6,205	67,380	15,110	1,22,619	20,770	1,41,660	1,081	21,032	74	1,108	1,155	22,230	
16	...	Deoghar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	671	3,124	...	...	...	...	671	3,012	...	...	0,798	62,019	9,798	62,019	
18	(c)	Hyderabad-Ordavari Valley	2,901	20,219	141	1,138	984	6,688	4,024	3,275	3	54	3	45	6	90	
19	...	Jalhpur-Bikaner	4,131	21,091	5,012	21,948	9,120	66,776	18,104	1,06,101	4	63	1	28	6	61	
20	(a) to (h)	Madras	6-8	3,004	824	2,608	1,855	4,777	3,3-7	10,411	...	...	391	2,544	391	2,544	
21	...	Morvi	283	791	22	63	693	1,434	910	2,359	...	...	3	10	3	10	
22	(b) & (g) to (m)	Rajputana-Malwa	25,053	2,74,388	40,710	3,61,310	93,227	8,64,683	150,690	16,80,370	461	8,826	216	2,287	607	11,113	
23	(a) & (b)	Rohilkhand and Kunson	2,718	6,061	7,660	20,042	27,146	1,08,573	37,413	1,46,668	...	...	106	1,774	196	1,774	
24	...	South India	10,779	74,311	6,609	23,472	30,485	2,11,600	69,727	1,00,000	1	9	3,904	26,948	3,906	26,957	
25	...	South in Mahratta	10,220	68,034	7,193	48,803	63,618	3,31,772	70,042	4,61,100	38	664	62	904	90	1,668	
26	...	Udaipur-Chittor	378	1,028	676	3,307	1,161	5,436	2,214	10,071	...	...	4	5	...	9	
2' 6" gauge.																	
28	...	Barnet Durrhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Baral Light	705	1,781	1	3	124	373	830	2,137	3	6	...	...	3	8	
30	...	Bukhtiarপুর-Behar Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	...	Cutch	261	742	710	2,104	1,743	5,249	2,704	8,135	...	...	1	4	1	4	
32	...	Kalya Simla	234	3,006	417	4,644	971	9,004	1,672	17,211	13	301	20	384	35	685	
33	(c)	Mourbhanj	32	4-06	...	...	7	19	39	84	...	...	...	1	...	1	
34	(d)	Parikhmed Light	141	68	...	...	13	6	166	94	...	...	...	...	...	...
35	(e)	Powayan Light	...	...	767	602	...	...	767	692	...	...	...	...	...	...
36	...	Tarakeshwar-Nogra Light	...	...	126	131	159	132	278	263	...	...	...	...	...	...
37	...	Tempore-Ballpara Light	...	...	3	21	...	...	3	21	...	...	4,366	30,700	4,366	30,700	
2' 0" gauge.																	
38	...	Darjeeling-Himalayan	69	1,162	643	14,461	74	1,240	976	10,863	...	...	4,417	6,1074	6,417	61,974	
39	...	Howrah-Anata Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
40	...	Howrah-Shankhala Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
41	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1906			463,788	60,30,073	341,108	26,37,217	998,165	64,37,346	1,798,013	1,61,06,138	2,963	69,276	112,816	17,10,163	115,590	17,78,023	
TOTAL 1905			327,511	38,82,023	306,753	18,23,607	680,011	67,86,468	1,622,807	1,14,61,083	3,079	68,779	90,838	14,43,606	107,407	15,03,844	
INCREASE			136,266	21,48,050	35,347	8,13,610	104,144	6,51,788	275,706	36,14,045	...	497	13,068	3,75,384	12,663	2,75,081	
DECREASE			...	...	...	...	...	...	...	...	96	...	...	...	...	...	...

DIX 17—continued.

the earnings therefrom during the calendar year 1906.

over all railways in India and is therefore not the same as the total production.]

XXXI.										XXXII.										XXXIII—(continued on following page).										Main head.
Tobacco.										Wool.										Wool.										
(1) Unmanufactured.		(2) Manufactured.				Total.		(1) Timber, unwrought.		(2) Manufactured.				Total.		(1) Raw.		(2) Manufactured.												
		(a) Cigars.		(b) Other sorts.						(a) Carpets and rugs.		(b) Piece-goods, European.						(c) Piece-goods, Indian.												
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.			
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.			
9,040	87,092	888	13,397	9,928	1,00,470	76,703	3,33,115	2,744	20,124	70,447	3,53,239			
19,107	1,69,657	218	2,056	370	4,674	19,090	1,96,397	43,603	1,96,675	5,390	49,652	53,993	2,40,327	6,450	1,45,686	143	3,254	203	4,087	204	5,896	...	...	...	...	...
31,835	3,12,433	...	...	873	12,701	32,708	3,25,104	45,617	87,875	3,606	20,148	49,243	1,09,023	1,690	32,020	...	...	...	...	...	...	...	...	...	...	...
31,090	3,51,649	238	1,213	3,450	51,180	35,367	4,34,073	63,610	2,40,199	9,090	90,509	73,279	48,708	1,653	22,979	633	19,205	496	7,668	325	9,141	...	...	...	...	...
12,727	1,51,809	1,028	33,294	328	9,327	14,081	1,04,510	189,004	7,47,043	7,773	1,28,624	100,871	8,75,907	918	10,049	61	2,786	121	5,815	146	4,737	...	...	...	...	...
24,773	1,66,408	784	12,189	2,668	25,293	28,226	1,29,470	217,310	6,44,004	5,894	33,576	223,101	6,77,880	2,250	20,168	405	4,196	628	6,664	373	4,817	...	...	...	...	...
2,375	31,416	124	2,273	23	379	2,522	31,767	23,030	81,244	491	1,425	23,521	85,668	292	2,051	115	1,613	23	354	102	1,340	...	...	...	...	...
18,847	1,92,039	85	2,080	2,801	56,378	21,793	9,51,397	64,992	2,32,966	16,022	1,18,770	84,024	3,51,726	23,966	5,91,693	267	4,987	503	7,169	1,513	33,707	...	...	...	...	...
9,752	91,531	71	1,001	485	4,077	7,308	36,969	84,488	1,00,100	8,107	30,995	102,005	1,00,195	493	2,982	42	291	30	304	133	1,492	...	...	...	...	...
1,704	13,610	8	170	74	1,914	1,790	15,603	1,581	9,813	990	7,197	3,550	17,010	1	27	0	98	...	...	...	...	...	...	...	...	...
30,100	2,67,839	8	115	373	3,719	30,644	2,61,702	31,080	1,90,502	5,305	37,579	39,385	1,39,381	173	1,372	16	174	30	456	239	2,527	...	...	...	...	...
2,659	5,893	...	...	174	472	2,733	6,271	1,307	6,251	254	1,206	1,651	7,467	...	...	...	...	...	...	...	...	...	...	...	...	...
2,241	11,593	14	54	228	1,580	2,483	13,213	12,241	54,738	1,087	6,157	13,328	60,895	600	5,738	1	9	1	3	15	70	...	...	...	...	...
4,500	40,000	180	2,917	638	6,702	6,331	48,898	137,151	5,48,707	2,259	15,500	139,407	5,61,303	36	281	55	1,841	13	218	1	28	...	...	...	...	...
...			
...			
520	8,732	4	64	32	573	562	9,369	8,047	37,327	874	9,121	46,443	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1,770	12,205	23	313	157	1,633	1,059	14,211	1,768	8,910	393	2,130	2,151	11,040	3,871	30,309	11	137	13	165	9	96	...	...	...	...	...
2,408	7,391	38	421	157	761	2,697	8,571	20,068	30,916	421	2,152	21,393	32,968	12	91	3	62	2	30	7	82	...	...	...	...	...
631	1,209	1	9	14	51	546	1,269	891	2,061	97	313	973	2,374	298	1,322	...	...	...	...	...	...	...	...	...	...	...
16,529	1,72,757	118	2,659	651	9,171	16,294	1,84,557	20,396	80,088	2,799	23,905	29,129	1,03,693	7,596	1,22,129	645	8,900	229	2,414	475	11,418	...	...	...	...	...
2,105	10,062	31	505	205	1,717	2,431	12,294	29,516	64,083	1,250	9,343	30,745	1,01,325	311	1,884	15	123	4	23	22	174	...	...	...	...	...
9,005	46,640	1,460	15,590	1,255	5,915	12,298	60,830	124,220	1,95,558	9,036	40,393	130,256	2,41,951	283	2,050	56	520	1	6	160	8,002	...	...	...	...	...
13,380	83,596	253	5,038	219	2,630	13,959	91,263	96,492	2,52,085	5,556	38,800	101,960	2,00,945	583	7,004	...	...	...	...	...	...	...	...	...	...	...
413	1,901	...	3	4	37	417	2,001	38	167	22	226	65	393	98	634	1	5	...	...	...	...	...	...	...	...	...
...			
45	125	6	10	13	57	64	201	656	807	187	482	693	1,370	1	5	...	...	...	...	...	...	...	...	...	...	...
...			
11	31			
218	2,708	10	231	45	831	273	3,771	897	10,070	365	3,517	1,232	14,193	...	...	...	...	...	...	...	...	...	...	...	...	...
16	30	...	...	4	13	20	49	223	597	12	45	235	642	...	...	...	...	...	...	...	...	...	...	...	...	...
9	8	...	...	1	1	10	9	29	20	59	45	85	85	...	...	...	...	...	...	...	...	...	...	...	...	...
...			
41	51	...	...	11	24	55	75	22	40	1	4	23	41	3	4	...	...	...	...	...	...	...	...	...	...	...
1	5	...	...	...	...	1	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...			
50	664	188	4,051	59	1,210	207	7,126	149	1,376	187	3,409	335	4,875	3	53	3	87	5	141	12	313	...	...	...	...	...
...			
...			
...			
245,073	11,54,620	4,877	97,215	5,207	2,45,104	266,217	24,67,008	1,227,739	41,84,017	89,180	7,12,116	1,415,585	48,99,733	51,823	10,20,260	1,060	48,164	2,319	40,950	4,124	82,896	...	...	...	...	...
938,317	20,39,307	6,005	95,724	14,050	4,56,987	231,381	23,55,888	1,196,400	39,93,697	78,407	7,27,629	1,684,870	40,21,211	40,010	9,10,765	2,408	47,825	3,428	78,370	4,963	92,581	...	...	...	...	...
12,765	1,21,418	...	...	2,308	18,307	14,836	1,31,117	141,268	2,91,690	9,748	...	161,009	2,75,522	2,513	1,08,521	247	330	...	...	...	...	...	...	...	...	...
...	...	128	8,600			

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed]

NUMBRS.		Railway system, vide Appendix 38.	XXXIII.				XXXIV.		GRAND TOTAL.	
Main head.	Sub-head.		Wool.—continued.				All other articles of merchandise.			
			(2) Manufactured—continued.		TOTAL.					
			(d) Other sorts of manufactures.							
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5' 6" gauge.										
1	(a), (b) & (c)	Bengal-Nagpur . . . . .	...	...	...	...	137,243	8,05,181	3,999,315	1,03,66,292
2	(e), (f) to (j) & (n) & (o).	Bombay, Baroda and Central India	78	1,535	7,170	1,00,437	404,940	12,78,606	2,067,021	1,27,44,412
3	...	Eastern Bengal State . . . . .	...	...	1,728	33,014	111,205	6,07,714	2,065,098	1,32,60,077
4	...	East Indian	1,199	24,274	4,202	83,267	242,876	10,49,950	10,555,010	5,31,47,186
5	...	Great Indian Peninsula	1,170	20,436	2,410	52,422	311,002	10,03,253	4,003,674	4,10,00,050
6	(a) to (d)	Madras	548	8,070	4,895	40,000	142,491	10,07,273	2,314,455	1,18,01,051
8	(a) & (b)	Nizam's Guaranteed State . . . . .	...	...	021	7,501	10,630	1,42,040	770,130	33,00,603
9	...	North Western State	1,160	21,913	27,317	6,58,380	381,710	38,61,071	4,805,489	4,10,47,231
10	...	Oudh and Rohilkhand State	68	522	706	5,451	275,235	14,83,015	1,487,284	07,84,271
3' 3 1/2" gauge.										
11	...	Assam-Bengal	26	461	33	805	17,088	97,061	470,434	10,87,263
12	...	Bengal and North-Western	1	4	460	4,731	97,054	3,57,444	1,680,900	72,27,155
13	...	Bengal-Dooars . . . . .	...	...	...	...	5,893	45,883	63,261	0,61,071
14	...	Bhavnagar-Gondal-Junagad-Portbandar	2	4	519	8,424	9,188	40,119	203,522	6,82,184
15	...	Burma	5	110	139	2,197	191,445	7,25,036	1,415,286	72,95,063
16	...	Deoghar . . . . .	...	...	...	...	14,724	5,142	14,724	5,142
17	...	Dibru-Sadiya . . . . .	...	...	...	...	4,126	64,807	657,110	8,28,408
18	(e)	Hyderabad-Godavari Valley . . . . .	...	6	124	1,708	3,081	45,101	235,827	18,38,400
18	...	Jodhpur-Bikaner	328	4,038	4,231	43,408	18,000	90,355	1,16,404	24,12,001
19	(e) to (h)	Madras	73	552	97	817	7,104	45,199	106,116	3,15,305
10	...	Morvi	1	7	308	1,501	1,234	3,701	25,683	61,620
2	(b) & (g) to (m)	Rajputana-Malwa	163	3,693	9,308	1,52,663	218,714	12,63,378	2,318,023	1,78,54,155
20	(a) & (b)	Rohilkhand and Kumaon	74	406	426	2,010	68,993	1,69,867	389,257	11,31,216
21	...	South Indian	61	808	839	6,425	130,083	7,02,073	1,502,039	60,02,625
22	...	Southern Mahratta	773	7,584	1,305	15,392	63,900	3,03,541	1,181,045	70,10,311
23	...	Udaipur-Chitor . . . . .	...	1	101	650	024	5,054	21,610	06,377
2' 6" gauge.										
24	...	Baraset-Basirhat Light . . . . .	...	...	...	...	4,154	6,075	4,154	6,075
25	...	Baral Light	6	22	7	27	720	2,350	54,077	1,53,708
26	...	Buxtiarpore-Dehar Light . . . . .	...	...	...	...	28,118	41,545	28,118	41,545
27	...	Cutch . . . . .	...	...	...	...	2,396	6,609	10,076	33,300
30	...	Kalka-Simla	3	70	94	2,031	3,701	48,262	80,471	3,20,428
1	(e)	Mourbhanj . . . . .	...	...	...	...	3,130	8,262	12,004	18,939
1	(d)	Parlakimedi Light . . . . .	...	...	...	...	267	263	6,136	4,800
20	(e)	Powayan Light . . . . .	...	...	...	...	22,648	34,638	31,030	46,016
22	...	Tarakeshwar-Magra Light . . . . .	...	...	3	4	700	990	25,578	17,808
33	...	Tezporo-Balipara Light . . . . .	...	...	...	...	6,370	18,010	26,614	63,708
2' 0" gauge.										
36	...	Darjeeling-Himalayan	6	116	29	709	4,218	48,249	39,233	5,04,004
36	...	Howrah-Amra Light . . . . .	...	...	...	...	19,805	31,743	10,505	31,743
37	...	Howrah-Sheakhala Light . . . . .	...	...	...	...	7,581	9,024	7,382	9,024
38	...	Jorhat . . . . .	...	...	...	...	14,016	59,248	14,016	59,248
TOTAL 1900			5,744	90,893	66,659	12,81,150	3,034,078	1,93,07,205	44,018,007	26,78,08,683
TOTAL 1905			5,023	87,780	65,446	12,17,329	3,144,067	1,81,30,495	40,786,401	24,42,00,779
INCREASE			721	3,113	1,213	63,821	...	12,86,800	3,316,116	1,36,01,974
DECREASE			...	...	...	...	100,079	...	...	...

DIX 17—concluded.

the earnings therefrom during the calendar year 1906.

over all railways in India and is therefore not the same as the total production.]

ANIMALS.										NUMBER.	REMARKS.
(1) Horses.		(2) Cattle.		(3) Sheep, etc.		(4) Elephants.		TOTAL.		Main head.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.		
175	8,800	8,301	36,800	3,843	37,636	25	1,778	12,144	85,079	1	* Excluding Rs. 5,42,481 in respect of ferries and steam-boats which are included in the details.
220	8,004	10,899	2,16,400	17,769	3,45,353	...	...	28,008	5,60,767	2
30	615	2,013	23,415	108	1,357	...	...	2,507	26,317	3
1,320	1,40,880	3,337	76,202	5,253	1,25,098	...	3,611	0,010	3,45,820	4	
1,100	82,800	17,512	1,52,761	6,954	1,04,039	...	...	25,000	3,00,100	5
...	...	...	...	...	...	...	...	...	...	6
207	5,763	43	863	54	780	...	...	301	7,405	8
2,012	52,700	4,205	60,179	427	16,207	...	...	6,734	1,25,135	9
422	24,681	839	8,511	16	470	...	...	777	32,502	10
3	60	51	703	222	2,734	...	...	275	3,013	11
135	4,729	4,000	62,539	60	865	...	...	4,501	68,133	12
...	...	...	...	...	...	...	...	...	...	13
10	101	81	775	10	112	...	...	107	1,061	14
786	25,457	3,742	1,10,575	2,457	63,850	...	...	6,081	1,90,882	15
...	...	...	...	...	...	...	...	...	...	16
...	...	85	835	...	...	...	...	85	835	17
62	1,016	22	718	16	303	...	...	100	2,637	18
36	726	22	350	7	60	...	...	65	1,135	19
...	...	...	...	...	...	...	...	...	...	20
10	136	4	76	...	...	...	...	11	212	21
581	0,548	3,063	40,501	7,236	84,303	...	...	10,687	1,40,718	22
7	127	10	206	1	19	...	...	21	442	23
36	943	1,503	8,815	3,786	31,838	...	...	5,417	41,076	24
230	6,505	313	7,651	1,005	8,524	27	894	1,605	23,561	25	
4	47	2	10	...	...	...	...	6	67	26
...	...	...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	...	...	...	...	28
...	...	...	...	...	...	...	...	...	...	29
...	...	...	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	...	...	32
...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	38
7,169	3,48,107	60,970	8,11,218	40,072	8,23,640	52	6,308	1,17,283	10,64,358		
10,044	3,90,407	44,193	6,38,571	44,509	7,48,373	33	3,430	68,777	17,46,731		
...	...	16,777	1,72,644	4,664	75,817	20	2,876	19,506	1,07,637		
2,885	83,210	...	...	...	...	...	...	...	...

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE. Number.	5' 6"									
			1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	8 (a) & (b)	9 (a) to (g)	10 (a) & (b)	11 (a)
			Calen- dar year 1906.	Bom- bay, Baroda and Central India	Eastern Bengal.	East Indian.	Great Indian Peninsula. G.I.P. I.M.	Madras.	Nizam's Guaran- teed State.	North West- ern.	Oudh and Rohil- khand.	Assam- Bengal.
DESCRIPTION OF RAILWAY WORKED.												
1	Gauge of railway . . . . .	...	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	3' 3 1/2"
2	Mileage worked Miles	...	1,698.32	894.03	407.95	2,321.95	1,001.57	1,178.72	1,425.22	351.70	4,111.18	1,220.92
3	Number of stations No.	...	240	138	129	414	264	118	318	45	623	191
4	Total length of the following gradients:—											
	(a) 1/100 and less Miles	...	...	...	...	5.90	19.31	...	...	88.62	0.19	10.10
	(b) 1/100 to 1/150 "	...	0.15	1.32	...	17.66	2.82	...	22.34	...	93.23	9.30
	(c) 1/150 to 1/200 "	...	103.90	0.50	...	48.86	61.90	11.23	58.97	79.19	137.10	6.41
	(d) 1/200 to 1/300 "	...	570.81	170.58	...	209.49	550.16	365.30	294.72	110.89	137.96	19.15
	(e) 1/300 to 1/400 "	...	141.73	63.31	5.97	162.31	210.95	105.14	156.28	18.22	114.09	22.56
5	Steepest gradient worked—											
	(a) Length Miles	...	0.15	1.32	2.00	14.26	5.99	2.10	0.80	2.52	5.60	0.19
	(b) Inclination . . . . .	...	1/100	1/100	1/100	1/100	1/100	1/100	1/100	1/100	1/100	1/100
FINANCIAL RESULTS.												
6	Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay Per cent.	Calen- dar year 1906 by half- years.	1st half 2nd "	3.16 2.76	4.45 3.01	1.42 3.77	4.91 4.11	1.61 2.26	2.52 1.80	2.54 1.45	3.47 2.96	2.56 2.71
7	Percentage of net earnings for each half-year on paid up capital Per cent.	1st half 2nd "	3.11 2.17	...	...	...	...	2.57 1.86	2.54 1.46	2.97 2.55	...	...
OUTLAY, EARNINGS AND EXPENSES.												
(Exclusive of Steam-boat Service)												
8	Capital outlay per mile upon Rs.	1st half 2nd "	1,46,200 1,49,160	1,89,859 1,90,755	2,05,033 2,08,520	2,30,318 2,17,710	2,00,818 1,40,376	1,38,727 1,39,811	1,90,569 1,30,497	1,41,733 1,41,006	1,18,684 1,19,458	1,56,716 1,59,205
9	Total earnings per mile upon per week "	1st half 2nd "	318 271	591 458	428 662	704 658	481 379	502 275	280 244	321 317	273 231	91 118
10	Total working expenses per mile upon per week "	1st half 2nd "	131 139	260 234	267 335	266 262	222 207	154 188	105 95	172 161	137 127	80 102
11	Total earnings per train-mile "	1st half 2nd "	4.61 3.92	6.67 5.54	3.63 4.77	4.84 4.65	4.39 3.75	4.13 4.03	4.54 4.47	3.75 3.69	3.39 3.09	2.42 2.82
12	Total working expenses per train-mile "	1st half 2nd "	1.90 2.01	2.94 2.81	2.61 2.42	1.83 1.85	2.03 2.05	2.26 2.76	1.70 1.74	2.00 1.87	1.70 1.70	2.27 2.44
13	Net earnings per train-mile "	1st half 2nd "	2.71 1.91	3.73 2.71	1.02 2.35	3.02 2.80	2.36 1.70	2.17 1.27	2.84 2.73	1.75 1.82	1.69 1.39	0.15 0.38
14	Cost per 1,000 gross ton miles moved (freight and dead weight) "	1st half 2nd "	4.32 5.08	6.83 7.29	7.71 7.04	3.64 3.68	5.51 5.91	6.43 8.32	4.33 4.37	5.60 5.19	4.84 4.94	11.01 10.42
15	Percentage of total working ex- penses on total earnings Per cent.	1st half 2nd "	41.25 51.31	44.01 51.05	71.78 50.58	37.73 39.85	46.26 54.59	50.99 68.10	37.49 38.25	53.11 50.67	50.20 55.10	93.71 86.70
16	Percentage of total working ex- penses on total earnings, exclud- ing from both sides of the account the charges for carriage of revenue stores Per cent.	1st half 2nd "	39.72 49.73	43.16 50.65	72.22 50.14	36.37 38.50	41.66 53.38	49.41 67.29	37.22 38.76	51.26 49.03	48.17 53.20	93.52 86.28
(Inclusive of Steam-boat Service).												
17	Percentage of total working ex- penses on total earnings (for de- tails, see items 123—129) Per cent.	1st half 2nd "	42.13 52.45	44.01 51.05	71.78 50.58	37.73 40.04	46.26 54.69	50.99 68.40	37.49 38.85	53.52 50.68	50.20 55.10	93.95 86.66

DIX 18.

system during each half-year of 1906.

do not prepare these statistics.

3' 33"											2' 6"				Gauge.		Serial number.
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) & (c)	8 (c)	13 (a) to (c)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	23 (a) to (j)	23 (a)	1 (b)	30 (a)	9 (h) & (i)	1 (e)	Number.	Calendar year 1906	
Bengal and North-Western.	Bhavnagar-Gondal-Junagadh-Portbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	South-eastern Maharastra.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Kinshalgah-Kohat-Thal and Nosshera-Durgai.	Raipur-Dhamtari.			
3' 33"	3' 34"	3' 34"	3' 34"	3' 33"	3' 33"	3' 34"	3' 33"	3' 33"	3' 33"	3' 33"	2' 6"	2' 6"	2' 6"	2' 6"	...	...	1
1,621.76	455.45	1,340.15	881.82	391.13	833.22	2,079.85	340.36	1,855.79	1,723.42	68.72	241.77	59.44	181.98	50.69	...	...	2
287	64	236	145	47	85	295	61	213	244	7	28	21	21	9	...	...	3
...	1.83	64.52	0.37	...	...	3.40	...	0.04	15.66	...	...	64.00	0.96	0.27	...	...	4
...	0.28	81.83	0.64	...	...	0.23	6.41	14.61	75.82	...	31.51	2.38	...	...	...	...
0.69	1.09	47.78	2.05	...	...	18.75	8.58	100.82	550.10	1.10	60.54	9.94	43.55	...	...	...
5.14	123.76	155.52	21.23	221.73	168.36	300.44	4.40	213.71	265.92	30.75	38.07	3.40	86.24	18.00	...	...
4.61	64.74	107.78	15.13	13.95	61.24	173.72	6.83	108.56	98.45	6.98	18.39	...	22.74	1.95	...	...	5
0.69	1.83	9.81	0.82	5.41	2.31	3.40	8.00	0.04	15.06	0.40	0.07	27.61	9.43	0.27	...	...
1.16	...	...	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	...	...
...	
3.61	3.40	2.84	2.88	3.51	6.07	5.33	3.09	2.05	2.21	4.34	1.25	0.93	—0.77	2.81	1st half	...	6
2.74	2.16	1.41	4.14	1.80	3.61	3.82	2.05	2.87	1.29	2.19	0.68	0.81	—0.29	1.23	2nd "	...	
...	...	...	...	3.40	...	...	...	...	...	...	1.20	1.00	...	2.81	1st half	...	7
...	...	...	...	1.81	...	...	...	...	...	...	0.66	...	...	1.25	2nd "	...	
77,408	48,860	98,706	92,830	67,182	25,616	74,295	52,707	78,879	79,156	30,759	50,941	291,623	65,311	24,520	1st half	...	8
79,098	49,963	99,878	88,901	67,810	25,662	75,092	55,395	79,374	79,003	30,811	50,981	267,210	65,249	24,926	2nd "	...	
182	112	249	218	178	104	280	143	210	150	82	66	232	53	47	1st half	...	9
163	86	201	250	124	84	254	124	200	124	60	55	203	61	32	2nd "	...	
69	47	136	133	86	38	123	60	110	81	30	40	119	71	20	1st half	...	10
75	44	143	113	72	48	120	76	110	84	34	42	177	67	20	2nd "	...	
3.06	3.88	3.39	3.57	3.49	3.40	3.67	3.36	3.26	2.63	5.10	2.70	5.20	0.95	2.27	1st half	...	11
2.77	3.68	2.72	3.93	2.94	2.56	3.20	3.00	2.94	2.42	3.93	2.09	5.42	0.95	1.54	2nd "	...	
1.16	1.87	1.85	2.18	1.68	1.25	1.62	1.41	1.84	1.43	1.88	1.70	2.71	1.27	0.96	1st half	...	12
1.28	1.90	1.95	1.78	1.77	1.68	1.64	1.85	1.61	1.64	2.23	1.57	3.65	1.04	0.96	2nd "	...	
1.90	2.31	1.54	1.39	1.81	2.15	2.05	1.94	1.42	1.20	3.21	1.06	2.59	—0.32	1.31	1st half	...	13
1.49	1.78	0.78	2.15	1.17	1.28	1.56	1.16	1.31	0.78	1.70	0.62	1.77	—0.69	0.58	2nd "	...	
4.89	8.76	8.86	11.17	8.08	5.64	6.50	6.74	9.29	7.29	8.19	8.40	31.00	21.87	0.75	1st half	...	14
5.48	10.19	8.90	8.54	8.94	8.07	7.05	7.18	8.18	8.79	11.41	7.67	41.55	17.83	12.07	2nd "	...	
87.88	42.02	54.68	61.14	48.25	36.65	44.01	42.12	56.87	54.28	36.94	61.53	51.23	184.19	43.34	1st half	...	15
46.26	51.62	71.36	45.28	60.84	57.09	51.28	61.51	54.72	67.68	56.73	75.19	67.42	109.38	62.16	2nd "	...	
34.79	41.15	53.80	58.25	46.67	35.67	43.07	41.51	55.79	52.77	36.92	54.64	51.13	135.04	38.52	1st half	...	16
48.02	51.26	69.78	44.06	58.44	55.87	50.06	61.07	54.01	68.04	56.70	68.67	67.25	109.55	54.24	2nd "	...	
89.79	42.01	55.29	62.74	49.25	36.65	44.01	39.80	56.87	54.28	36.94	61.53	51.23	187.25	43.34	1st half	...	17
48.81	51.62	71.36	46.99	60.34	57.09	51.28	67.72	54.72	67.63	56.73	75.19	67.42	112.25	62.16	2nd "	...	

Analysis of working of each railway

Note.—Railways not shown

Serial number.	PARTICULARS.	GAUGE. Number Calendar year 1906 by half- years.	5' 6"										
			1 (a)	2 (a) (a) to (f) Bombay, Baroda and Central India.	3 (a)	4 (a) to (d) Eastern Bengal.	5 (a) to (f) East Indian. Great Indian Peninsula.	6 (a) to (d) Madras.	7 (a) & (b) Nizam's Guaran- teed State.	8 (a) to (g) North West- ern.	9 (a) & (b) Oudh and Rohil- kund.	10 (a) & (b) Assam- Bengal.	
			Bengal- Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaran- teed State.	North West- ern.	Oudh and Rohil- kund.	Assam- Bengal.	
	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.												
18	Total working expenses for both coaching and goods traffic excluding steamboat expenses, and after deducting telegraph and sundry receipts (in thousands of Rs.)	Rs.	1st half 2nd "	54.54 56.78	54.76 49.31	37.46 41.04	1,54.22 1,54.57	1,61.97 1,50.48	54.14 67.97	9.06 8.01	1,75.88 1,69.06	30.07 37.28	16.31 19.06
	Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load)—												
19	Coaching in thousands of Rs.	"	1st half 2nd "	13.75 16.89	10.74 21.48	17.81 17.24	42.03 43.71	51.14 57.96	17.41 23.71	1.95 2.18	52.05 54.20	17.70 18.22	6.01 6.24
20	Goods in thousands of Rs.	"	1st half 2nd "	40.79 39.91	35.02 27.83	19.65 23.80	1,12.19 1,10.86	1,10.81 92.52	36.73 44.23	7.11 5.38	1,23.83 1,15.67	91.28 19.05	10.33 12.82
	COACHING TRAFFIC.												
	Gross receipts and train-mileage (in thousands)—												
21	Receipts from coaching traffic	Rs.	1st half 2nd "	42.35 38.27	39.50 37.37	25.65 25.76	1,30.63 1,20.38	97.97 92.38	41.17 38.40	6.03 5.29	1,03.19 1,08.91	42.41 36.16	8.72 8.24
22	Coaching train-miles run	No.	1st half 2nd "	1,171 1,264	1,129 1,167	920 979	3,782 3,745	3,638 3,647	1,058 1,213	159 173	4,080 4,420	1,500 1,594	295 324
23	Average coaching receipts per train-mile	Rs.	1st half 2nd "	3.61 3.03	3.51 3.20	2.79 2.63	3.45 3.21	2.69 2.40	3.92 3.17	3.80 3.06	2.38 2.45	2.67 2.27	2.96 2.54
	UNITS AND UNIT-MILEAGE.												
	Number of units carried one mile (in thousands)—												
24	1st class	Unit-miles	1st half 2nd "	1,355 1,509	2,160 1,754	1,030 1,244	5,165 4,303	8,060 9,461	2,860 2,351	354 471	4,931 4,073	2,035 1,719	292 369
25	2nd "	"	1st half 2nd "	3,575 4,710	13,620 11,774	2,074 3,482	11,821 14,532	31,627 32,034	8,810 11,080	2,271 2,125	12,400 15,603	5,638 6,742	485 551
26	3rd or intermediate class	"	1st half 2nd "	8,005 10,389	15,928 15,652	14,314 18,143	53,243 59,806	61,812 61,342	2,923 2,572	4,561 5,145	48,368 53,640	23,808 24,505	391 400
27	4th or lowest	"	1st half 2nd "	280,597 247,564	239,073 220,632	149,782 184,571	844,681 764,729	533,387 481,584	262,830 217,574	34,271 30,579	675,920 683,763	247,971 207,276	40,363 45,038
28	Total passenger unit-mileage	"	1st half 2nd "	293,732 264,172	270,781 249,812	167,800 157,440	915,100 843,969	634,916 584,281	277,452 263,577	41,457 38,120	741,687 737,069	270,302 237,242	50,401 45,278
29	Other coaching traffic	Ton-miles	1st half 2nd "	1,760 1,738	3,116 3,196	1,105 1,407	9,339 9,061	9,313 8,262	3,170 2,819	476 374	5,281 7,438	1,874 1,631	360 407
	Average sum received for carrying a unit one mile—												
30	1st class	Pies	1st half 2nd "	15.08 18.27	10.11 10.32	13.71 12.56	14.66 14.30	10.95 10.76	12.16 12.44	14.90 15.23	11.48 11.68	11.71 13.00	14.47 16.22
31	2nd "	"	1st half 2nd "	6.65 5.98	4.55 4.96	6.83 5.64	6.76 6.22	4.27 4.55	4.97 4.00	4.69 4.89	5.21 4.79	5.34 5.37	7.98 7.81
32	3rd or intermediate class	"	1st half 2nd "	3.37 3.18	3.00 3.00	2.97 2.61	3.25 3.00	2.97 2.97	4.50 4.60	3.80 3.50	3.02 3.02	3.03 3.08	4.01 3.93
33	4th or lowest	"	1st half 2nd "	2.38 2.36	2.24 2.28	2.41 2.50	2.24 2.21	2.16 2.16	2.24 2.23	1.99 1.99	2.26 2.26	2.47 2.44	2.98 2.89
34	Average for all classes	"	1st half 2nd "	2.52 2.52	2.46 2.51	2.63 2.70	2.43 2.40	2.45 2.51	2.46 2.41	2.80 2.81	2.48 2.43	2.64 2.64	3.01 3.04
35	Other coaching traffic per ton-mile	"	1st half 2nd "	40.08 40.16	29.87 28.65	46.40 49.21	30.49 31.30	34.55 37.10	36.10 35.65	42.53 35.66	35.44 34.12	40.08 40.24	42.33 42.37

DIX 18—continued.

system during each half-year of 1906—contd.

do not prepare these statistics.

3' 34"											2' 6"				GAUGES.		Ser. num.
12 (a) & (b)	14 (a) to (d)	15 (a)	8 (b) & (c)	8 (c)	19 (a) to (c)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (b)	30 (a)	9 (h) & (i)	1 (e)	Number.	Calendar year 1906 by half- years.	
Bengal and North- West- ern.	Bhav- nagar- Gundal- Juna- gad-Por- bandar.	Barma.	Eastern Bengal.	Hyder- abad- Goda- vari Valley.	Jodhpur- Bikaner.	Raj- putana- Malwa.	Rohil- kand and Ka- maon.	South Indian.	South- ern Ma- haratta.	Udaipur- Chitor.	Jubbil- pore- Gondia exten- sion.	Kalka- Simla.	Khu-hul- garh- Kohat- Thal and Nowshera- Dargai.	Raipur- Dham- tari.			
27.05 30.74	5.84 4.90	46.18 48.34	26.84 23.09	8.31 6.97	8.05 10.13	64.61 62.74	5.32 6.89	40.34 37.45	35.58 36.69	51 58	2.46 2.01	1.82 2.09	2.42 2.26	29 29	1st half 2nd "		19
11.43 14.17	2.62 2.09	16.86 18.53	10.82 8.92	2.82 3.08	2.83 4.34	20.71 24.28	2.26 4.10	18.82 17.21	11.53 13.62	83 41	91 93	89 1.13	98 1.01	8 9	1st half 2nd "		19
15.62 16.58	2.72 1.91	19.32 20.81	16.12 15.07	5.40 3.88	5.22 5.78	43.90 38.51	3.06 2.70	21.52 20.35	24.05 23.07	18 17	1.55 1.68	93 1.56	1.44 1.25	21 20	1st half 2nd "		20
32.67 31.42	5.28 6.56	39.34 32.02	18.80 22.45	5.43 4.90	7.09 7.7	40.03 48.11	5.52 5.55	41.01 38.40	23.83 21.73	81 65	1.92 1.59	2.06 2.21	1.08 1.21	30 26	1st half 2nd "		21
1,383 1,362	189 184	1,061 1,028	638 697	187 187	367 302	1,800 1,999	173 208	1,165 1,229	995 995	17 87	50 59	85 80	76 91	11 12	1st half 2nd "		22
2.59 2.81	2.79 3.69	3.93 3.13	2.94 3.32	2.89 2.63	2.73 2.51	2.73 2.41	3.19 2.67	3.52 3.13	2.39 2.18	4.78 2.44	3.64 2.67	5.06 7.24	1.42 1.84	2.76 2.10	1st half 2nd "		23
456 420	189 189	1,447 1,315	579 645	164 177	309 215	1,342 1,041	156 160	1,241 1,042	954 995	29 20	37 39	103 123	55 61	5 3	1st half 2nd "		24
1,208 1,224	1,234 1,227	3,015 3,362	1,626 1,167	1,860 1,868	753 631	8,886 4,266	970 1,027	6,239 4,368	3,772 3,599	67 53	81 80	190 218	83 98	6 6	1st half 2nd "		25
4,986 5,598	1,417 1,418	...	7,726 6,985	...	1,897 8,261	10,246 10,255	405 471	...	...	7 66	62 51	...	78 49	31 23	1st half 2nd "		26
293,125 268,137	41,267 37,266	227,394 179,594	114,606 184,086	41,924 37,266	52,708 55,074	384,376 381,682	38,418 37,144	316,761 321,818	172,764 158,664	6,434 5,165	15,750 13,556	1,676 1,671	7,030 9,104	1,702 1,494	1st half 2nd "		27
280,775 275,479	44,107 40,070	228,488 184,371	124,737 142,589	43,948 30,286	55,821 68,331	309,850 307,224	39,955 38,902	354,244 327,228	177,400 163,268	6,537 5,304	15,930 13,726	1,669 1,612	8,146 9,312	1,744 1,525	1st half 2nd "		28
753 564	241 182	965 968	750 1,044	245 187	320 462	3,000 3,008	168 177	860 853	1,347 1,113	42 56	42 40	49 52	28 27	7 6	1st half 2nd "		29
19.98 13.99	11.34 11.29	16.13 15.29	13.84 13.82	11.45 11.79	11.57 11.14	14.10 13.88	25.58 27.87	11.78 11.69	15.45 15.39	17.85 17.93	15.85 15.52	49.32 49.82	11.80 11.58	15.40 14.65	1st half 2nd "		30
6.32 6.09	5.85 5.64	8.04 7.73	6.68 7.57	4.55 5.05	6.25 6.50	6.47 6.58	7.80 8.66	4.33 5.06	5.66 5.94	8.97 8.98	8.00 7.84	27.48 27.48	5.81 5.68	7.03 7.40	1st half 2nd "		31
3.13 3.15	4.00 4.00	...	3.00 3.60	...	2.78 2.86	2.99 3.09	4.29 4.46	...	...	2.99 3.00	4.50 5.38	...	3.00 3.00	4.50 4.50	1st half 2nd "		32
1.99 1.99	2.75 2.75	2.99 2.97	2.50 2.43	2.00 2.00	2.06 2.01	2.01 2.15	2.15 2.15	2.03 2.04	2.09 2.09	1.99 1.99	2.00 2.00	9.00 9.00	2.25 2.25	3.00 3.00	1st half 2nd "		33
2.95 2.95	2.91 2.92	2.16 2.14	2.64 2.66	2.14 2.19	2.19 2.20	2.12 2.12	2.40 2.45	2.19 2.13	2.24 2.25	2.14 2.13	2.07 2.08	12.90 13.47	2.26 2.35	3.08 3.06	1st half 2nd "		34
44.95 39.18	47.69 47.81	34.21 36.46	48.58 48.24	40.52 42.55	42.28 42.02	30.84 27.99	59.44 64.17	50.61 50.08	44.96 45.50	35.63 38.41	47.15 47.81	204.05 206.09	58.18 52.90	45.97 45.40	1st half 2nd "		35

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.										
		Num- ber.	5' 6"									
			1 (a)	2 (a) to (f) •	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	8 (a) & (b)	9 (a) to (g)	10 (a) & (b)	11 (a)
		Calen- dar year 1906 by half- years.	Bengal- Nagpur.	Bom- bay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Penin- sula.	Madras.	Nizam's Guanar- teed State.	North West- ern.	Oodh and Rohil- khand.	Assam- Bongal.
COACHING TRAFFIC—contd.												
UNITS AND UNIT-MILEAGE—contd.												
Average number of units in a train—												
36	1st class No.	1st half	1:33	1:01	1:12	1:35	2:22	2:70	1:13	1:21	1:31	0:99
		2nd "	1:19	1:50	1:27	1:31	2:41	1:91	0:60	1:06	1:08	0:95
37	2nd " "	1st half	3:05	12:06	2:90	3:13	8:69	8:36	7:25	3:04	8:54	1:65
		2nd "	3:72	10:09	3:55	3:38	8:34	9:14	5:42	5:38	8:30	1:64
38	3rd or intermediate class "	1st half	6:83	14:10	15:56	14:08	17:00	2:76	123:91	11:86	10:98	1:12
		2nd "	8:22	13:42	18:73	15:97	15:95	2:12		12:14	14:12	1:24
39	4th or lowest " "	1st half	239:52	211:09	162:77	223:38	146:63	248:44	91:16	165:68	155:92	167:61
		2nd "	195:85	189:10	137:42	204:18	125:18	204:12		154:71	130:03	138:95
40	Total passenger units "	1st half	250:73	229:76	182:35	241:01	174:54	262:28	132:29	181:79	175:75	171:37
		2nd "	208:98	214:11	160:77	225:34	151:88	217:32	97:18	171:44	148:83	142:78
41	Other coaching traffic Tons	1st half	1:50	2:78	1:20	2:47	2:57	3:00	1:52	1:29	1:18	1:22
		2nd "	1:37	2:74	1:43	2:12	2:15	2:32	0:45	1:08	1:05	1:26
VEHICLES AND VEHICLE MILEAGE—												
Number of coaching vehicles hauled one mile (in thousands)—												
42	1st class Vehicle-miles	1st half	1,447	826	1,115	4,410	5,655	1,495	395	4,592	1,717	446
		2nd "	1,474	867	1,213	4,545	6,144	1,373	468	4,792	1,689	532
43	2nd " "	1st half	1,247	2,071	1,076	5,693	5,997	1,648	392	4,002	1,516	437
		2nd "	1,350	2,134	1,166	5,853	6,492	1,663	461	4,867	1,432	521
44	3rd or intermediate class "	1st half	1,220	1,044	1,890	5,556	3,979	2:78	1,570	5,331	2,544	283
		2nd "	1,313	1,217	2,908	6,217	4,956	1:59		5,597	2,005	217
45	4th or lowest " "	1st half	11,641	9,652	7,005	37,350	23,127	9,741	1,742	32,446	9,710	3,358
		2nd "	12,820	9,063	7,382	36,497	23,736	10,053		36,180	9,230	3,496
46	Other vehicles "	1st half	1,015	1,741	1,594	5,520	6,519	1,638	201	3,408	1,125	540
		2nd "	955	1,925	1,604	5,709	6,706	1,472	187	4,282	1,473	570
47	Brake-vans "	1st half	2,157	1,435	1,068	6,521	6,801	2,279	352	6,655	2,409	339
		2nd "	2,421	1,545	1,097	6,117	6,594	2,713	437	6,628	2,419	405
48	Total "	1st half	18,727	16,775	13,738	63,050	51,698	17,059	2,887	57,034	19,021	5,422
		2nd "	20,333	17,351	14,470	64,938	53,758	17,463	3,295	62,320	18,845	5,741
Average number of vehicles in a coaching train—												
49	1st class No.	1st half	1:24	0:73	1:21	1:17	1:55	1:41	1:28	1:13	1:08	1:51
		2nd "	1:17	0:74	1:24	1:21	1:60	1:13	1:19	1:08	1:06	1:64
50	2nd " "	1st half	1:06	1:84	1:17	1:51	1:65	1:56	1:16	1:13	0:95	1:49
		2nd "	1:06	1:83	1:19	1:56	1:39	1:37	1:18	0:10	1:90	1:61
51	3rd or intermediate class "	1st half	1:04	0:92	2:04	1:47	1:09	0:24	5:01	1:31	1:60	0:06
		2nd "	1:04	1:04	2:05	1:66	1:08	0:16		1:27	1:63	0:07
52	4th or lowest " "	1st half	9:93	8:55	7:61	9:84	6:36	9:21	4:45	7:05	6:11	11:40
		2nd "	10:14	8:28	7:54	9:74	6:17	8:29		8:18	5:79	10:78
53	Other vehicles "	1st half	0:87	1:14	1:74	1:46	1:80	1:55	0:64	0:83	0:71	1:83
		2nd "	0:76	1:65	1:64	1:52	1:74	1:21	0:43	0:97	0:92	1:76
54	Brake-vans "	1st half	1:84	1:27	1:16	1:73	1:76	2:16	1:14	1:63	1:52	1:22
		2nd "	1:92	1:33	1:12	1:63	1:71	2:24	1:11	1:50	1:53	1:25
55	Total "	1st half	15:98	14:85	14:93	16:67	14:21	16:13	9:21	13:93	11:97	18:40
		2nd "	16:09	14:67	14:78	17:34	13:97	14:40	8:41	14:10	11:82	17:71
Average earnings per coaching vehicle per mile—												
56	1st class Pies	1st half	16:22	26:44	12:67	16:97	15:80	23:27	13:42	12:33	14:22	10:73
		2nd "	13:58	20:68	13:93	15:42	16:23	21:29	8:83	11:39	12:24	9:40
57	2nd " "	1st half	19:07	29:85	16:98	14:04	23:53	26:67	29:42	14:05	19:82	8:86
		2nd "	20:85	27:86	16:83	15:45	22:49	26:68	22:51	15:36	21:58	7:97
58	3rd or intermediate class "	1st half	22:16	45:74	23:60	31:13	46:15	51:02	50:71	27:36	28:34	4:71
		2nd "	25:17	38:55	23:69	28:61	44:57	61:41		28:50	26:14	7:35
59	4th or lowest " "	1st half	57:41	53:49	53:28	53:64	49:74	60:58	42:31	47:06	63:08	42:30
		2nd "	45:83	52:02	46:23	46:25	48:79	51:84		42:76	54:79	37:21
60	Other vehicles "	1st half	69:47	53:36	32:22	51:51	49:44	69:25	100:60	54:92	67:72	28:56
		2nd "	73:04	47:56	43:76	49:68	45:71	68:67	70:78	59:28	46:72	30:45

DIX 18—continued.

system during each half-year of 1906—contd.

do not prepare these statistics.

3' 31"											2' 6"				GAUGE	
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) and (c)	8 (c)	18 (a) to (c)	2 (y) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (b)	30 (a)	9 (h) & (i)	1 (c)	Number.	
Bengal and North-Western.	Bhavanagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Cihtar.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Dargai.	Raipur-Dhamtari.	Calendar year 1906 by half-years.	
0.96 0.31	1.00 1.04	1.44 1.28	0.91 0.92	0.53 0.58	1.16 0.71	0.74 0.52	0.90 0.77	1.06 0.85	0.96 1.00	1.63 0.76	0.75 0.65	2.99 4.04	0.73 0.67	0.48 0.23	1st half 2nd "	
0.96 0.97	6.52 6.71	3.64 3.27	2.55 1.87	5.99 6.10	2.81 2.75	2.16 2.13	5.63 4.94	5.36 3.55	3.79 3.82	3.94 1.97	1.63 1.35	5.48 7.15	1.10 1.08	0.54 0.49	1st half 2nd "	
3.95 4.11	7.48 7.93	...	12.11 8.73	...	7.48 7.49	5.69 5.13	2.34 2.27	...	...	0.40 2.45	1.26 0.86	...	1.02 0.54	2.92 1.81	1st half 2nd "
234.21 196.87	217.96 203.63	223.13 175.02	179.98 193.13	185.08 120.61	197.50 182.45	213.51 190.89	221.84 178.75	297.67 261.94	173.64 159.41	377.90 193.03	317.92 227.96	48.42 54.85	104.38 100.42	158.25 122.09	1st half 2nd "	
229.48 202.26	232.96 218.31	228.21 179.57	195.55 204.45	111.60 127.32	209.04 193.40	222.10 198.67	230.71 186.78	304.09 266.34	178.39 164.03	383.92 198.22	321.56 130.82	59.89 66.01	107.23 102.71	162.19 121.62	1st half 2nd "	
0.60 0.71	1.27 0.99	0.99 0.94	1.18 1.50	0.79 0.60	1.22 1.33	1.07 1.50	0.97 0.85	0.74 0.69	1.35 1.12	2.43 1.35	0.84 0.68	1.42 1.71	0.36 0.29	0.65 0.47	1st half 2nd "	
2,214 2,237	314 310	1,528 1,556	930 854	331 331	330 351	2,420 2,501	307 371	1,326 1,445	1,423 1,433	22 28	67 76	36 42	35 42	6 6	1st half 2nd "	
1,907 1,967	414 430	1,907 1,911	769 799	858 363	350 348	2,310 2,431	259 328	1,413 1,589	1,407 1,408	29 22	66 76	37 41	35 41	6 6	1st half 2nd "	
2,274 2,212	300 341	...	1,465 1,560	...	498 448	1,112 1,214	168 158	...	...	6 28	39 45	...	50 43	...	1st half 2nd "
20,117 20,661	2,450 2,451	15,051 15,630	7,145 7,634	1,082 1,609	3,525 3,746	24,994 27,095	2,352 2,679	16,926 17,420	11,577 11,229	392 266	1,248 1,308	152 154	478 635	138 124	1st half 2nd "	
441 449	127 131	1,069 936	928 888	154 147	317 367	1,703 1,830	58 116	2,080 2,018	1,424 1,197	6 8	49 81	...	37 104	7 7	1st half 2nd "	
2,799 3,250	474 417	1,434 1,465	783 824	299 296	912 933	4,221 4,880	564 418	1,116 1,060	1,646 1,613	54 52	49 53	71 78	76 60	19 21	1st half 2nd "	
29,752 30,776	4,079 4,110	20,984 21,498	11,970 12,559	2,824 2,746	5,872 6,103	36,760 39,951	8,708 4,100	22,891 23,562	17,477 16,970	449 404	1,518 1,729	299 315	711 925	176 164	1st half 2nd "	
1.75 1.64	1.66 1.70	1.53 1.51	1.46 1.22	1.07 1.07	1.24 1.16	1.34 1.25	1.77 1.78	1.14 1.18	1.43 1.44	1.30 1.03	1.34 1.29	1.04 1.37	0.46 0.47	0.59 0.53	1st half 2nd "	
1.51 1.45	2.19 2.34	1.91 1.86	1.21 1.15	1.15 1.18	1.31 1.15	1.28 1.22	1.49 1.28	1.24 1.29	1.41 1.51	1.68 0.84	1.34 1.29	1.08 1.34	0.46 0.45	0.59 0.53	1st half 2nd "	
1.80 1.62	1.18 1.87	...	2.29 2.24	...	1.64 1.49	0.62 0.61	0.97 0.76	...	...	0.37 1.05	0.78 0.74	...	0.64 0.47	12.82 10.12	1st half 2nd "
15.93 15.17	12.94 13.41	15.08 15.21	11.20 10.05	5.42 5.22	13.20 12.41	13.88 13.55	13.59 12.89	14.53 14.18	11.64 11.28	19.46 9.96	25.20 25.50	4.39 5.07	6.29 7.00	10.12 7.00	1st half 2nd "	
0.35 0.33	0.67 0.72	0.91 0.91	1.45 1.27	0.50 0.47	1.19 1.22	0.95 0.91	0.34 0.71	1.78 1.67	1.43 1.20	0.36 0.29	0.99 1.36	...	0.49 1.15	0.09 0.56	1st half 2nd "	
2.22 2.39	2.50 2.45	1.43 1.43	1.15 1.18	0.96 0.96	3.41 3.69	2.35 2.44	3.26 2.01	0.96 0.86	1.66 1.62	3.13 1.98	0.99 0.90	2.15 2.57	1.00 0.66	1.73 1.70	1st half 2nd "	
23.56 22.60	21.54 22.49	20.96 20.92	18.76 18.01	9.10 8.90	31.99 20.52	20.42 19.98	21.42 19.73	19.65 19.18	17.87 17.05	26.30 15.10	30.64 29.08	8.06 10.35	9.36 10.20	10.42 18.44	1st half 2nd "	
3.67 2.44	6.82 6.89	15.31 12.92	8.61 10.43	5.69 6.33	10.83 9.29	7.81 5.72	13.02 12.00	11.03 8.43	10.86 10.69	23.08 13.20	8.85 7.81	165.93 169.44	18.60 16.63	12.62 6.45	1st half 2nd "	
3.88 4.10	16.81 16.10	15.38 18.60	14.12 13.98	23.67 26.18	13.48 15.53	10.89 11.44	29.42 27.11	18.73 18.57	15.72 14.29	21.06 21.68	5.73 8.20	163.11 171.08	13.85 15.04	7.93 6.74	1st half 2nd "	
6.85 7.98	16.89 16.99	...	15.85 17.95	...	12.65 14.44	27.59 25.28	10.33 13.29	...	...	3.18 7.01	7.27 6.19	...	4.67 8.44	38.05 37.00	1st half 2nd "
26.07 25.96	46.32 41.74	44.44 34.13	40.17 43.45	49.83 46.28	30.81 30.24	30.97 28.30	35.13 29.77	41.49 37.75	31.14 29.48	38.79 38.69	25.23 19.40	116.65 113.53	87.34 32.26	...	1st half 2nd "	
75.24 61.15	90.89 66.38	32.43 37.71	34.41 37.92	64.34 55.77	48.40 46.05	54.34 45.90	171.87 77.81	20.92 20.84	42.24 41.36	238.77 151.06	40.00 29.61	134.48 137.16	39.26 13.45	42.92 38.02	1st half 2nd "	

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	Gauge.	5' 6"										
			Number	1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	8 (a) & (b)	9 (a) to (g)	10 (a) & (b)	11 (a)
			Calendar year 1906 by half-years.	Bengal-Nagpur.	Bombay-Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Ondh and Rohilkhand.	Assam-Bengal.
	COACHING TRAFFIC—contd. VEHICLES AND VEHICLE-MILEAGE—contd. Carrying capacity hauled one mile (excluding brakes) (in thousands)												
61	1st class <i>Seats</i>	{	1st half	13,043	20,573	23,553	64,100	77,723	14,572	4,965	82,585	38,880	5,218
		{	2nd „	12,929	21,217	25,744	67,210	85,297	13,988	5,938	85,873	37,609	6,143
62	2nd „	{	1st half	17,207	69,053	26,188	123,544	160,682	28,341	7,991	96,302	34,493	5,099
		{	2nd „	18,533	70,229	28,451	127,421	175,708	28,460	10,232	130,371	32,417	6,067
63	3rd or intermediate class . . .	{	1st half	40,967	43,944	86,318	247,182	220,538	10,216	85,944	186,976	88,671	6,892
		{	2nd „	42,286	50,420	91,259	273,885	226,806	7,472		199,721	90,940	4,151
64	4th or lowest class	{	1st half	617,361	526,199	395,326	1,942,311	1,175,214	571,048	90,600	1,714,313	585,284	118,075
		{	2nd „	688,275	521,781	416,261	3,014,669	1,207,637	589,838		1,013,151	537,458	124,315
65	Other vehicles <i>Tons</i>	{	1st half	8,432	8,704	15,179	54,609	33,549	9,787	1,243	43,896	25,570	1,636
		{	2nd „	7,205	9,471	13,619	46,303	34,200	8,378	1,482	58,516	27,096	1,732
	Percentage of freight upon capacity hauled—												
66	1st class <i>Per cent.</i>	{	1st half	11.92	10.50	4.37	7.93	10.87	19.63	7.12	5.97	5.36	5.60
		{	2nd „	11.66	8.27	4.89	7.29	10.86	16.80	4.57	5.41	4.57	5.02
67	2nd „	{	1st half	20.78	19.72	10.21	9.57	19.68	31.19	38.42	12.89	16.35	9.51
		{	2nd „	25.43	16.77	12.24	11.10	18.27	38.92	20.76	15.35	17.71	8.76
68	3rd or intermediate class . . .	{	1st half	19.54	36.35	16.58	21.51	28.04	28.60	45.18	25.87	26.85	5.17
		{	2nd „	24.60	31.04	19.24	21.84	27.05	34.43		26.86	24.75	9.61
69	4th or lowest class	{	1st half	45.45	45.11	37.99	43.50	45.39	16.03	37.37	39.43	43.85	41.82
		{	2nd „	37.05	42.28	32.32	37.40	39.88	41.97		35.74	38.57	36.28
70	Other vehicles	{	1st half	20.81	35.80	7.78	17.01	27.85	32.39	38.33	13.03	7.33	21.74
		{	2nd „	24.12	33.74	10.33	19.47	24.15	33.65	25.21	12.71	6.07	23.51
	WEIGHT OF TRAIN AND TON-MILEAGE.												
	Gross ton-mileage of all coaching trains (in thousands)												
71	Freight <i>Ton-miles</i>	{	1st half	19,518	19,735	11,175	61,673	48,363	20,109	3,023	56,224	18,854	3,411
		{	2nd „	17,743	8,490	30,972	60,186	41,331	18,950	2,714	53,397	16,099	3,207
72	Dead weight	{	1st half	281,548	263,098	219,875	1,089,171	880,104	256,611	41,902	870,632	348,364	51,142
		{	2nd „	311,233	279,676	233,849	1,128,601	936,024	265,837	47,761	893,712	353,051	56,696
73	Total	{	1st half	304,068	289,033	231,050	1,153,844	928,467	270,720	44,925	929,256	367,218	54,553
		{	2nd „	331,976	298,166	244,821	1,188,877	980,355	284,787	50,875	1,017,109	369,150	59,903
74	Average weight of a coaching train—												
	Freight <i>Tons</i>	{	1st half	16.66	17.46	12.15	17.10	13.30	19.01	9.65	12.31	11.85	11.58
		{	2nd „	14.04	15.85	11.21	16.07	11.52	15.63	6.92	12.08	10.10	9.89
75	Dead weight	{	1st half	242.88	228.45	238.94	287.95	241.94	236.89	133.71	215.47	219.15	173.57
		{	2nd „	248.58	239.71	238.80	301.36	243.31	191.18	120.35	214.65	221.47	174.92
76	Total	{	1st half	259.54	255.91	251.09	305.05	283.84	255.90	143.36	227.78	231.00	185.15
		{	2nd „	262.62	253.56	250.01	317.42	254.83	234.81	117.27	236.93	231.57	184.81
77	COST OF WORKING AND PROFITS—												
	Average cost of hauling a coaching train one mile <i>Rs.</i>	{	1st half	1.17	1.15	1.14	1.11	1.41	1.65	1.22	1.28	1.12	2.04
		{	2nd „	1.33	1.84	1.76	1.17	1.51	1.95	1.26	1.23	1.14	1.93
78	Average cost of hauling a coaching vehicle with its load one mile <i>Pies.</i>	{	1st half	15.94	24.71	26.98	11.69	21.68	22.61	14.76	19.84	20.56	22.79
		{	2nd „	18.48	26.09	21.75	11.81	23.59	30.36	11.62	18.72	21.30	22.46
	Average cost of hauling a coaching unit one mile—												
79	Per passenger unit <i>Pies.</i>	{	1st half	0.85	1.26	1.72	0.80	1.34	1.09	0.83	1.26	1.15	2.06
		{	2nd „	1.16	1.47	1.77	0.91	1.66	1.58	1.02	1.28	1.37	2.34
80	Other traffic per ton	{	1st half	8.37	11.82	48.38	7.64	13.85	9.78	6.41	11.90	10.31	31.08
		{	2nd „	9.40	13.99	37.45	8.27	17.32	15.55	7.48	9.91	11.80	28.62
81	Average profit on working a coaching train one mile <i>Rs.</i>	{	1st half	2.14	1.76	0.85	2.34	1.26	2.27	2.18	1.25	1.55	0.02
	Average profit on working a coaching vehicle one mile—	{	2nd „	1.70	1.76	0.87	2.04	0.89	1.22	1.80	1.23	1.18	0.61
82	1st class <i>Pies.</i>	{	1st half	0.28	1.73	14.31	5.37	0.08	0.64	1.31	7.51	0.34	12.01
		{	2nd „	1.50	5.41	10.53	3.61	7.37	0.57	5.79	7.33	0.03	13.06
83	2nd „	{	1st half	3.13	5.14	10.00	2.44	0.84	4.06	14.66	5.79	0.74	13.93
		{	2nd „	2.77	1.27	7.92	3.64	1.10	4.23	7.99	3.39	0.23	14.49
84	3rd or intermediate class . . .	{	1st half	6.22	21.03	4.38	19.53	24.47	28.41	35.95	7.52	7.78	18.08
		{	2nd „	7.09	12.46	1.15	17.00	20.98	30.55		10.18	4.84	15.27
85	4th or lowest class	{	1st half	41.47	30.73	25.30	42.04	39.06	37.95	27.69	27.22	42.47	19.51
		{	2nd „	27.45	25.93	21.43	34.44	20.20	23.96		24.04	33.49	14.75
86	Other vehicles	{	1st half	53.53	28.65	5.25	39.91	27.76	47.24	85.84	85.08	47.17	5.77
		{	2nd „	54.96	21.47	18.41	37.87	22.12	37.81	50.16	40.54	35.43	7.97

DIX 18—continued.

system during each half-year of 1906—contd.

do not prepare these statistics.

3' 34"											2' 6"				GAUGES.		Serial number.
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) & (c)	8 (c)	18 (a) to (r)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (b)	30 (a)	9 (h) & (i)	1 (e)	Number.		
Bengal and North-Western.	Bhavnagar-Gondal-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikanor.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	South-eastern Maharashtra.	Udairpur-Chitor.	Jubbulpore-Gouda extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Dargai.	Raipur-Dhamtari.	Calendar year 1906 by half-years.		
20,269	3,242	15,255	10,556	6,202	3,451	28,623	4,741	11,589	11,601	269	166	470	433	38	1st half	} 61	
21,004	2,410	15,809	9,407	6,110	2,809	25,381	8,392	14,387	11,615	297	220	476	581	39	2nd "		
28,151	5,640	31,663	9,271	8,101	4,169	27,722	3,759	16,591	17,486	345	199	697	433	38	1st half	} 62	
29,425	4,856	32,566	9,607	8,173	2,783	29,178	7,811	17,663	18,650	262	191	563	566	39	2nd "		
49,447	5,275	...	27,681	...	11,209	27,854	3,780	153	133	...	1,418	...	1st half	} 63	
50,653	5,564	...	20,663	...	11,497	30,582	6,068	...	...	679	128	...	1,247	...	2nd "
602,082	74,206	410,747	210,408	89,179	111,294	818,284	93,927	555,010	370,790	9,752	31,139	3,817	11,468	4,340	1st half	} 64	
605,955	70,871	464,800	229,078	84,716	117,892	888,551	169,533	570,891	362,730	7,727	34,958	3,707	15,306	3,896	2nd "		
1,294	494	3,418	5,168	715	3,874	8,902	294	5,091	3,947	25	86	298	111	11	1st half	} 65	
1,593	510	2,558	4,669	652	4,416	8,509	5,190	5,253	3,402	32	149	313	312	10	2nd "		
2-25	5-84	9-49	5-49	2-65	8-96	5-68	3-60	10-71	8-23	10-66	22-33	22-00	13-76	13-65	1st half	} 66	
1-94	7-87	8-32	6-79	2-90	7-67	4-06	1-90	7-24	8-57	6-87	16-76	26-23	10-47	7-34	2nd "		
4-29	21-88	11-51	17-54	22-96	17-91	1-4-02	25-96	36-72	21-57	19-54	40-50	29-78	19-29	15-43	1st half	} 67	
4-50	25-26	10-32	12-15	23-04	29-84	14-59	13-04	24-87	19-30	20-12	41-81	38-67	17-28	15-17	2nd "		
10-08	25-85	...	27-91	...	17-72	36-79	10-71	4-43	47-13	...	5-36	...	1st half	} 68	
11-05	26-03	...	29-45	...	19-66	33-53	7-14	...	...	9-68	40-34	...	3-95	39-94	2nd "
47-03	55-61	49-56	54-57	46-85	47-41	46-97	40-90	62-18	16-59	66-18	50-58	43-92	69-15	38-91	1st half	} 69	
44-25	52-50	58-74	58-80	43-92	46-72	42-96	21-87	56-37	43-74	66-81	38-78	45-07	59-43	...	2nd "		
58-24	48-73	26-87	14-67	34-19	8-41	33-71	57-07	17-09	34-13	167-56	48-48	16-48	24-88	63-05	1st half	} 70	
60-55	35-59	37-83	22-36	28-02	9-10	31-57	3-41	16-23	32-70	113-02	27-03	10-64	8-50	55-83	2nd "		
18,182	2,020	14,835	8,237	2,925	3,703	27,119	2,591	22,280	12,110	438	1,040	175	526	112	1st half	} 71	
17,586	2,618	12,162	9,643	2,571	3,930	26,961	2,532	20,617	11,020	356	867	182	599	97	2nd "		
218,403	27,026	186,842	88,574	31,977	46,392	286,896	31,010	180,292	146,015	3,594	9,781	2,687	3,977	675	1st half	} 72	
241,105	26,737	198,300	94,696	31,316	49,876	316,931	51,641	189,643	144,963	3,330	11,290	2,550	5,069	685	2nd "		
236,585	29,946	201,677	96,811	34,902	50,094	314,015	33,001	202,581	148,165	4,632	10,781	2,602	4,497	787	1st half	} 73	
258,701	29,355	210,462	104,344	34,487	53,806	343,895	37,173	210,258	151,968	3,666	12,157	2,732	5,658	762	2nd "		
11-40	15-42	11-82	12-91	9-42	13-87	13-88	14-96	19-13	12-17	25-61	20-20	5-06	6-85	10-42	1st half	} 74	
12-88	14-33	11-83	13-84	8-34	13-02	13-49	12-19	16-78	11-07	13-31	14-58	5-98	6-70	7-96	2nd "		
172-96	142-75	186-62	138-86	103-63	173-73	148-09	179-06	154-77	146-80	210-47	197-43	77-62	52-34	62-75	1st half	} 75	
191-75	146-33	192-92	135-78	103-48	165-23	158-11	262-95	154-36	144-64	124-43	189-86	83-70	55-91	54-35	2nd "		
187-36	158-17	201-44	151-77	112-45	187-60	161-97	191-02	173-90	158-97	236-68	217-63	82-68	59-19	73-17	1st half	} 76	
204-63	160-96	204-75	149-62	111-82	178-25	172-00	275-14	171-14	155-71	137-74	204-44	89-68	62-41	62-31	2nd "		
0-91	1-39	1-68	1-69	1-51	1-66	1-15	1-31	1-02	1-16	1-91	1-83	2-56	1-30	0-71	1st half	} 77	
1-01	1-64	1-80	1-28	1-65	1-44	1-21	1-97	1-40	1-37	1-52	1-57	3-73	1-11	0-75	2nd "		
8-14	13-97	16-57	18-48	21-46	10-94	12-22	13-82	16-60	13-98	15-89	11-83	56-85	29-73	9-31	1st half	} 78	
9-58	15-07	17-76	14-58	24-18	15-85	13-27	21-36	14-68	17-03	22-40	10-68	69-08	22-39	12-30	2nd "		
0-74	1-10	1-34	1-51	1-16	0-91	0-93	1-06	0-93	1-13	0-93	1-05	6-53	2-17	0-80	1st half	} 79	
0-97	1-28	1-84	1-05	1-42	1-33	1-10	1-04	0-92	1-47	1-42	1-25	8-08	1-83	1-10	2nd "		
5-09	8-61	16-79	25-21	12-95	10-85	7-90	5-70	37-61	15-28	4-05	11-27	85-04	44-82	11-45	1st half	} 80	
4-25	12-55	16-44	20-33	18-06	14-92	9-70	19-52	33-58	19-17	7-10	16-89	106-15	88-23	16-76	2nd "		
1-68	1-40	2-25	1-25	1-88	1-60	1-57	1-88	1-91	1-23	2-82	1-85	3-40	0-13	2-05	1st half	} 81	
1-27	1-95	1-52	1-94	0-98	1-07	1-20	0-70	1-73	0-81	0-92	1-10	3-51	0-23	1-35	2nd "		
-5-47	-7-15	-1-26	-0-87	-15-77	-0-11	-4-41	-0-80	-5-57	-3-62	7-19	-2-98	108-18	-11-13	3-31	1st half	} 82	
-7-44	-6-78	-4-84	-4-15	-17-85	-6-50	-7-55	-9-39	-0-25	-6-34	-9-20	-2-87	100-26	-6-76	-5-85	2nd "		
-4-26	2-81	-1-19	-4-36	2-21	2-49	-1-33	15-60	2-13	1-74	5-17	-2-10	106-26	-15-88	-1-98	1st half	} 83	
-5-78	0-43	-4-16	-0-00	1-95	-0-83	-1-83	5-72	0-89	-2-74	-0-72	-2-48	102-00	-8-65	-5-56	2nd "		
-1-29	4-92	...	-2-63	...	1-71	15-37	-3-40	-12-71	-4-56	...	-25-06	...	1st half	} 84	
-1-00	1-32	...	3-37	...	-1-41	12-01	-8-10	...	...	-14-36	-4-49	...	-18-95	...	2nd "
19-93	32-35	27-87	21-60	26-87	19-87	18-75	21-31	24-89	17-16	22-90	15-40	59-00	7-61	24-70	1st half	} 85	
15-98	26-07	16-87	22-05	26-87	14-39	15-03	8-58	23-07	12-45	16-29	8-72	44-70	9-87	...	2nd "		
68-10	76-42	15-85	15-98	42-88	32-46	42-12	157-55	4-32	28-26	222-88	28-17	77-63	9-53	33-61	1st half	} 86	
71-27	50-85	19-95	43-34	31-59	30-20	32-63	56-42	6-16	24-83	123-66	12-63	68-06	-8-94	25-72	2nd "		

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE. Num- ber.	5' 6"										11 (a) Assam- Bengal.
			1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	8 (a) & (b)	9 (a) to (g)	10 (a) & (b)		
			Calen- dar year 1966 by half- years.	Bom- bay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaran- teed State.	North West- ern.	Oudh and Bohil- kund.		
	COACHING TRAFFIC—concl'd. COST OF WORKING AND PROFITS— concl'd. Average profit on working a coaching unit one mile—												
87	Per passenger unit . . . Pies		1st half 2nd "	1'67 1'36	1'20 1'04	0'91 0'93	1'63 1'49	1'11 0'85	1'37 0'83	1'47 1'29	1'16 1'16	1'49 1'27	0'95 0'70
88	Other traffic per ton . . . "		1st half 2nd "	31'71 30'76	18'05 14'68	—7'89 11'76	22'85 23'03	20'60 19'78	26'32 22'30	26'12 27'98	23'54 24'21	30'37 26'14	11'75 13'95
	GOODS TRAFFIC. GROSS RECEIPTS AND TRAIN MILEAGE— (In thousands.)												
89	Receipts from goods traffic . . . Rs		1st half 2nd "	91.07 77.17	86.37 59.90	25.94 57.65	2,86.86 2,75.19	2,56.89 1,86.09	66.41 61.20	18.84 15.98	2,29.81 2,28.55	41.24 36.02	8.57 13.83
90	Goods train-miles run . . . No.		1st half 2nd "	1,865 1,781	783 616	604 816	4,917 4,871	4,527 3,690	1,439 1,355	410 331	4,954 4,984	1,058 947	464 513
91	Average goods receipts per train-mile . . . Rs		1st half 2nd "	5'01 4'33	11'03 9'72	4'28 7'06	5'40 5'65	5'68 5'04	4'62 4'52	4'60 4'83	4'64 4'68	3'92 5'80	1'85 2'70
	UNITS AND UNIT-MILEAGE. (In thousands.)												
92	Tons of goods carried one Ton- mile . . . miles.		1st half 2nd "	368,659 310,950	233,263 169,964	103,694 141,073	1,356,224 1,318,323	763,983 567,830	201,870 183,271	61,676 52,158	982,398 984,483	164,297 144,723	35,095 52,488
93	Average sum received for carrying a ton one mile . . . Pies		1st half 2nd "	4'90 4'77	7'11 6'77	1'80 7'85	4'06 4'01	6'46 6'29	6'32 6'41	5'80 5'88	4'49 4'46	4'82 4'78	4'69 5'08
94	Average number of tons in a train . . . Tons		1st half 2nd "	197'65 171'57	298'00 275'74	171'11 172'78	274'13 270'64	168'77 153'49	140'29 135'27	119'12 113'93	198'32 201'59	156'22 152'85	75'58 102'35
	VEHICLES AND VEHICLE-MILEAGE— Number of goods vehicles hauled one mile— (In thousands.)												
95	Loaded . . . Vehicle-miles		1st half 2nd "	34,559 29,813	26,381 20,065	10,617 13,048	121,180 120,506	85,298 68,729	25,512 23,799	5,576 4,432	91,597 92,021	22,345 18,346	5,098 8,135
96	Empty . . . "		1st half 2nd "	16,219 14,330	6,175 4,825	3,077 4,149	62,033 59,298	25,495 19,173	9,359 9,070	3,298 2,555	26,510 25,704	6,050 5,607	2,304 2,028
97	Brake-vans . . . "		1st half 2nd "	3,368 2,911	714 541	607 784	5,058 5,309	9,315 7,040	2,539 2,383	761 567	4,985 4,859	950 814	492 567
98	Total . . . "		1st half 2nd "	54,078 47,684	33,270 25,591	14,301 18,281	188,271 185,053	120,108 94,942	37,410 35,152	9,635 7,554	129,092 122,644	29,345 24,767	8,689 10,726
	Average number of vehicles in a goods train—												
99	Freight vehicles . . . No.		1st half 2nd "	27'24 25'12	41'59 40'23	22'60 21'43	37'04 36'90	24'47 23'82	24'24 24'28	17'14 15'26	23'94 24'12	27'00 25'30	17'65 19'81
100	Brake-vans . . . "		1st half 2nd "	1'75 1'65	0'91 0'91	1'00 0'96	1'02 1'09	2'06 1'91	1'76 1'69	1'47 1'24	1'01 1'00	0'90 0'86	1'06 1'10
101	Total . . . "		1st half 2nd "	28'99 26'77	42'50 41'19	23'60 22'39	38'06 37'99	26'53 25'73	26'00 25'95	18'61 16'50	24'85 25'12	27'90 26'16	18'71 20'91
102	Average earnings per goods vehicle per mile (excluding brakes) . . . Pies		1st half 2nd "	35'55 33'12	50'94 46'31	36'37 30'54	30'06 29'40	44'52 40'65	36'56 35'75	40'76 43'91	37'36 37'26	27'89 28'88	20'08 26'15
103	Carrying capacity hauled one* mile (excluding brakes) . . . Tons		1st half 2nd "	816,535 728,631	445,527 341,076	181,159 234,874	2,682,437 2,689,273	1,592,679 1,269,302	499,034 472,183	134,193 108,080	1,812,853 1,859,875	361,747 311,386	77,824 95,922
104	Percentage of freight upon Per capacity hauled . . . cent.		1st half 2nd "	45'14 42'68	52'36 49'83	56'31 60'06	50'56 49'02	47'97 44'74	40'45 38'82	45'96 43'26	54'19 52'93	45'42 46'48	45'10 54'72
105	Average load of a goods vehi- cle (including both loaded and empty) per mile . . . Tons		1st half 2nd "	7'26 6'94	7'17 6'85	7'57 8'06	7'40 7'83	6'90 6'46	5'79 5'58	6'95 7'47	6'82 6'36	5'79 6'04	4'28 5'17
106	Average load of a loaded goods vehicle per mile . . . "		1st half 2nd "	10'66 10'43	8'84 8'50	9'77 10'81	11'19 10'94	8'96 8'26	7'91 7'70	11'06 11'77	10'73 10'70	7'35 7'89	5'86 6'45
	WEIGHT OF TRAIN AND TON- MILEAGE— Gross ton-mileage of all goods trains— (In thousands.)												
107	Freight . . . Tons		1st half 2nd "	368,659 310,950	233,263 169,964	103,694 141,073	1,356,224 1,318,323	763,983 567,830	201,870 183,271	61,676 52,158	982,398 984,483	164,297 144,723	35,095 52,488
108	Dead weight . . . "		1st half 2nd "	533,083 474,796	279,494 216,447	151,281 196,838	1,723,976 1,696,745	1,246,054 997,185	369,852 348,443	102,688 81,490	1,238,238 1,246,888	275,065 241,106	58,689 70,539
109	Total . . . "		1st half 2nd "	901,692 785,746	512,757 386,411	254,975 337,901	3,080,200 3,015,068	2,010,987 1,564,955	571,222 531,714	164,364 133,648	2,210,633 2,230,869	439,363 385,919	93,784 123,027

DIX 18—continued.

system during each half-year of 1906—contd.

do not prepare these statistics.

3' 34"											3' 6"				Gauss.		Serial number.
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) & (c)	8 (c)	18 (a) to (c)	2 (g) to (m)	20 (a) & (b)	31 (a) to (f)	23 (a) to (j)	23 (a)	1 (b)	30 (a)	9 (h) & (i)	1 (e)	Number.		
Bengal and North-Western.	Blav-nagar-Gondal-Juna-and-Per-bandar.	Barnua.	Eastern Bengal.	Hyder-abad-Godavari Valley.	Jodhpur-Bikaner.	Raj-putana-Malwa.	Reh-lund and Ku-ranon.	South Indian.	South-ern Malabar.	Udaipur-Chitr.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushal-garh-Kohat-Thal and Nowshera Dargai.	Raipur-Dham-tari.	Calendar year 1906 by half-years.		
1-31 1-08	1-81 1-54	1-82 1-10	1-13 1-01	0-98 0-77	1-28 0-87	1-19 1-02	1-34 0-51	1-17 1-20	1-11 0-78	1-21 3-71	1-02 0-83	6-37 5-39	0-19 0-52	2-28 1-06	1st half 2nd "		
39-56 84-34	39-08 35-6	18-02 30-02	17-37 28-91	27-58 25-79	31-41 27-19	22-94 18-69	53-04 14-65	13-00 16-50	29-38 25-33	31-57 26-31	32-68 30-42	119-61 99-54	8-81 -35-33	33-92 28-04	1st half 2nd "		
41-81 36-47	5-76 3-25	46-10 36-37	25-53 31-27	12-27 6-00	14-94 10-18	1-00-32 75-39	7-00 5-13	31-61 31-06	4-147 32-95	60 5-	2-14 1-87	1-47 1-81	73 2-5	38 21	1st half 2nd "		
1-288 1-185	144 92	1-554 1-584	617 681	3-52 229	3-97 3-35	2-328 1-953	2-19 1-73	1-103 1-171	1-516 1-368	11 9	98 100	33 41	116 130	20 18	1st half 2nd "		
3-40 3-21	3-99 3-52	2-97 2-37	4-16 4-38	3-70 2-01	3-77 3-04	4-31 3-86	3-19 2-97	2-87 2-65	2-73 2-52	5-49 4-9	2-19 1-72	4-24 1-08	0-62 0-66	1-4 1-15	1st half 2nd "		
149-127 123-658	11-719 6-939	1-9-113 1-2-0-3	55-156 77-326	36-065 15-040	42-700 28-536	-09-618 254-201	19-784 17-415	86-550 83-978	132-010 101-448	691 474	5-669 7-152	666 1-014	1-004 1-825	758 602	1st half 2nd "		
5-38 5-06	9-43 8-95	6-84 5-72	8-90 7-76	9-04 8-81	6-71 6-85	6-22 5-69	6-80 5-65	7-01 6-70	6-18 6-22	6-48 15-27	7-15 5-03	42-21 34-23	8-61 8-97	9-67 6-71	1st half 2nd "		
191-43 105-94	81-25 75-47	87-26 79-54	89-24 113-6	12-92 38-09	167-79 85-14	1-2-3-6 130-19	99-26 100-94	78-44 75-97	84-82 77-70	63-03 54-06	57-90 65-62	2-12 12-86	13-86 14-05	38-51 32-59	1st half 2nd "		
25-266 22-327	2-778 1-738	25-704 24-606	12-930 12-959	4-035 2-787	6-384 5-538	16-048 45-712	3-112 2-417	17-371 17-841	36-351 21-279	176 128	1-545 1-574	183 250	705 716	202 129	1st half 2nd "		
9-701 11-118	1-291 726	10-091 9-735	2-2-4 2-215	1-558 1-066	2-818 2-491	18-958 15-028	1-759 1-219	5-697 6-831	8-8-1 6-837	104 59	543 848	174 59	266 274	107 74	1st half 2nd "		
1-661 1-591	127 48	2-234 2-234	621 718	6-01 4-4	106 90	2-144 1-192	86 261	1-330 1-378	1-292 1-724	...	97 1-6	...	183 144	23 23	1st half 2nd "		
36-618 35-066	4-197 2-512	38-622 30-575	15-835 15-892	6-611 4-37	9-703 8-119	77-470 62-662	4-957 3-897	24-338 26-259	17-164 29-749	2-0 187	2-1-5 2-318	2-7 3-9	1-174 1-074	332 2-6	1st half 2nd "		
28-49 20-49	28-22 26-72	27-03 22-39	24-66 22-22	12-09 9-76	27-18 13-95	32-21 31-11	23-22 21-67	20-91 21-6	22-64 21-26	25-74 21-37	21-33 22-13	8-08 6-96	8-87 7-62	15-74 11-11	1st half 2nd "		
1-75 1-40	0-83 0-62	1-43 1-46	1-01 1-05	1-40 1-22	0-27 0-27	1-05 0-97	0-39 1-52	1-20 1-35	1-24 1-32	...	6-90 0-97	...	1-8 1-11	1-15 1-23	1st half 2nd "		
29-44 30-9	29-19 27-29	24-40 23-84	15-67 2-27	13-40 10-98	23-45 24-22	33-24 32-08	22-61 22-50	22-11 22-11	23-8 22-38	25-74 21-37	12-32 31-10	8-68 6-16	9-95 8-73	16-89 12-11	1st half 2nd "		
22-94 20-92	27-16 25-29	24-73 20-34	22-22 37-77	39-53 24-40	21-19 24-33	25-68 23-82	27-60 27-08	26-31 24-17	23-15 22-14	40-92 38-63	19-67 14-32	97-82 112-39	14-26 16-53	23-75 19-87	1st half 2nd "		
345-025 330-279	31-364 18-416	290-152 278-265	181-645 134-5-4	64-810 40-738	88-093 73-86	657-279 5-6-50	55-482 41-723	170-0-1 184-567	269-841 2-6-888	2-061 1-506	16-775 19-370	2-0-0 4-310	4-340 4-126	2-274 1-400	1st half 2nd "		
43-15 37-44	28-50 37-81	41-00 43-85	45-26 57-86	30-67 39-92	48-05 36-41	47-11 47-37	35-66 41-74	50-9 48-21	50-61 40-30	19-42 31-43	13-79 36-92	32-63 48-92	37-05 41-24	33-61 40-67	1st half 2nd "		
4-26 3-60	2-88 2-82	8-63 3-55	3-62 5-10	4-88 3-96	4-65 3-55	4-12 4-18	4-06 4-79	3-75 3-61	3-75 3-63	2-48 2-53	2-72 2-97	2-32 3-28	1-66 1-84	2-15 2-96	1st half 2nd "		
5-90 5-51	4-22 4-0	5-08 4-98	4-26 5-97	6-37 5-89	6-70 5-15	5-51 5-56	6-86 7-21	4-98 4-99	5-01 4-78	3-96 3-67	3-67 4-51	3-74 4-07	2-58 2-55	3-75 4-05	1st half 2nd "		
149-127 123-658	11-718 6-939	120-411 122-033	55-156 77-327	36-065 15-040	42-760 28-537	309-618 254-201	19-784 17-415	86-550 83-979	132-010 101-648	696 474	5-669 7-152	666 1-014	1-004 1-825	757 602	1st half 2nd "		
174-155 170-070	19-358 11-794	321-120 216-586	89-278 99-662	41-871 28-975	49-790 49-118	350-209 32-203	25-593 21-481	145-056 158-430	197-931 180-961	1-489 1-0-5	12-546 14-692	2-339 2-726	4-954 5-201	1-418 1-0-8	1st half 2nd "		
333-232 308-728	31-076 18-763	350-531 338-619	141-829 176-389	67-986 48-418	92-550 71-655	665-827 540-194	45-877 38-860	321-608 247-409	32-941 281-609	2-185 1-539	18-518 21-841	2-995 3-750	6-562 7-126	2-175 1-619	1st half 2nd "		

Analysis of working of each railway

Note.—Railways not shown

Serial number.	PARTICULARS.	GAUGE										
		Number	5' 6"									
			1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	8 (a) & (b)	9 (a) to (g)	10 (a) & (b)	11 (a)
		Calen- dar year 1906 by half- years.	Bengal Nagpur.	Bombay, Baroda, and Central India.	Eastern Bengal.	East India.	Great Indian Peninsula.	Madras.	Nizam's Guaran- teed State.	North- West- ern.	Oudh and Boliil- khand.	Assam- Bengal.
	GOODS TRAFFIC— <i>concl'd.</i>											
	WEIGHT OF TRAIN AND TON- MILEAGE— <i>concl'd.</i>											
	Average weight of a goods train—											
110	Freight Tons	1st half 2nd "	197.65 174.57	298.00 275.74	171.11 172.78	274.13 270.64	168.77 153.88	140.99 135.27	119.12 113.93	194.92 201.59	156.22 152.85	75.58 101.35
111	Dead weight "	1st half 2nd "	285.75 269.55	357.06 351.14	249.63 241.07	318.17 348.32	275.47 270.23	256.69 257.19	198.31 177.99	247.95 255.22	281.55 254.74	126.89 137.54
112	Total "	1st half 2nd "	483.43 444.12	655.06 626.88	420.74 413.85	622.00 618.16	444.24 424.11	396.68 392.46	317.43 291.92	442.87 456.81	437.77 407.59	201.97 238.99
	COST OF WORKING AND PROFIT.											
113	Average cost of hauling a goods train one mile Rs.	1st half 2nd "	2.19 2.24	4.47 4.52	3.24 2.91	2.27 2.28	2.45 3.51	2.55 3.27	1.74 1.76	2.50 2.37	2.02 2.01	2.22 2.50
114	Average cost of hauling a goods vehicle with its load one mile Pcs.	1st half 2nd "	15.41 17.13	20.65 21.52	27.55 26.12	11.76 11.84	19.20 20.21	20.22 25.86	15.39 16.03	20.13 18.86	14.39 15.27	24.20 24.23
115	Average cost of hauling a goods unit (viz., one ton) one mile "	1st half 2nd "	2.12 2.46	2.88 3.14	3.64 3.21	1.59 1.61	2.78 3.13	3.49 4.61	2.21 2.15	2.42 2.26	2.49 2.53	5.65 4.69
115 A	Average cost of hauling a goods unit one mile, includ- ing interest on capital exp- ended on open line at the rate of 5 per cent. per annum "	1st half 2nd "	4.60 5.29	4.59 5.70	6.46 5.42	2.97 3.04	4.87 5.07	6.82 8.32	4.95 5.15	4.52 4.32	5.02 5.24	12.07 9.30
116	Average profit on working a goods train one mile Rs.	1st half 2nd "	2.85 2.09	6.16 5.10	1.04 4.15	3.53 3.37	3.22 2.53	2.07 1.25	2.96 3.07	2.14 2.31	1.90 1.79	-0.37 0.20
117	Average profit on working a goods vehicle with its load one mile Pcs.	1st half 2nd "	20.14 15.99	30.29 24.79	8.82 34.42	18.30 17.56	25.92 20.41	16.34 9.89	25.97 27.88	17.23 18.40	13.50 13.61	-4.73 1.72
118	Average profit on working a goods unit (viz., one ton) one mile "	1st half 2nd "	2.74 2.31	4.23 3.63	1.16 4.61	3.47 2.40	3.68 3.16	2.53 1.77	3.65 3.73	2.67 2.20	2.23 2.25	-0.06 0.37
	DETAILED PERCENTAGES OF EARN- INGS AND EXPENDITURE.											
	Percentage on Total Earnings—											
119	Coaching traffic Per cent.	1st half 2nd "	30.08 31.91	31.67 37.80	46.21 30.05	20.81 29.94	27.29 32.70	37.52 37.16	23.37 23.47	30.50 31.69	47.37 46.10	47.13 34.76
120	Goods traffic "	1st half 2nd "	66.82 61.34	67.77 60.19	46.83 67.25	67.65 63.45	71.57 65.58	60.08 59.21	72.96 70.97	67.92 66.52	46.04 45.93	46.83 58.38
121	Sundries, including tele- graph "	1st half 2nd "	2.71 3.24	1.16 1.61	6.68 2.70	1.34 1.26	1.14 1.42	2.40 3.63	3.67 5.56	1.58 1.79	6.59 7.97	5.94 6.38
122	Steam-boat earnings "	1st half 2nd "	0.39 0.51	...	...	0.30 0.35	...	...	...	...	...	0.60 0.13
	Total "	1st half 2nd "	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00
	Percentage of Working Expenses on Total Earnings—											
123	Maintenance Per cent.	1st half 2nd "	7.90 11.42	8.53 16.87	22.48 12.94	9.10 9.56	10.27 9.96	12.70 21.58	12.13 11.09	14.22 12.97	11.77 14.68	32.71 27.99
124	Locomotive expenses "	1st half 2nd "	13.82 15.75	17.83 20.18	17.29 12.13	10.12 10.68	19.32 23.23	18.63 23.12	10.48 10.92	24.14 23.12	17.50 18.42	21.55 20.60
125	Carriage and wagon ex- penses "	1st half 2nd "	4.22 4.75	5.76 5.99	5.74 3.72	4.48 4.55	4.26 5.42	5.51 7.02	3.28 3.32	3.60 3.40	3.77 3.17	6.38 6.59
126	Traffic expenses "	1st half 2nd "	7.74 9.43	6.48 7.85	18.04 14.62	8.01 9.00	7.12 9.28	7.53 7.92	5.88 6.16	7.36 7.97	9.61 10.94	12.50 12.43
127	General charges "	1st half 2nd "	4.58 5.88	4.00 5.02	3.54 4.30	3.28 3.68	3.50 4.85	4.60 5.32	4.76 5.50	2.88 2.88	4.18 4.76	14.61 11.68
128	Miscellaneous expenses "	1st half 2nd "	2.88 3.82	1.42 1.74	2.69 2.87	2.17 2.28	1.79 2.50	1.83 3.44	1.86 1.86	1.36 1.38	2.92 3.13	5.21 7.10
129	Steam-boat expenses "	1st half 2nd "	1.04 1.40	...	...	0.21 0.34	...	...	...	0.01 0.01	...	0.81 0.42
130	TOTAL WORKING EXPENSES "	1st half 2nd "	42.13 52.45	44.01 51.05	71.78 50.58	37.82 40.04	46.26 54.69	50.99 68.40	37.49 38.88	58.52 50.68	50.20 55.10	93.95 86.86

DIX 18—continued.

system during each half-year of 1906—contd.

do not prepare these statistics.

3' 3 1/2"											3' 6"				GAUGE.		Serial number.
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) & (c)	8 (c)	18 (a) to (c)	12 (g) to (m)	20(a) & (b)	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (b)	30 (a)	9 (A) & (u)	1 (c)	Number.		
Bengal and North-Western	Bhavanagar-Gondal Jamnagar-Portbandar	Barma	Eastern Bengal	Hyderabad Godavari Valley.	Jodhpur-Bikanor.	Rajputana-Malwa	Rohilkhand and Kumaon.	South Indian.	South-eastern Maharashtra.	Udaipur-Chitor.	Jubbulpore-Gondal extension.	Katka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Dargai.	Raipur-Dhamtari.	Calendar year 1906 by half-years.		
121.43 103.91	81.25 75.47	83.24 79.54	89.24 113.26	52.02 38.09	107.79 85.13	132.94 130.19	90.16 100.94	78.44 75.97	81.82 77.70	63.93 54.06	57.90 65.02	20.12 12.86	13.86 14.05	38.51 82.69	1st half 2nd "	110	
141.81 157.71	134.22 127.90	142.28 141.16	144.71 145.10	85.60 71.83	125.51 128.64	152.99 149.61	116.75 124.34	131.46 145.27	127.17 123.04	136.88 121.60	131.22 134.86	70.34 61.66	42.71 40.05	72.06 56.71	1st half 2nd "	111	
263.24 266.67	215.17 203.37	225.52 220.70	223.95 25.36	137.92 109.97	233.30 213.77	185.97 219.80	207.01 225.28	209.90 211.24	211.50 20.74	200.81 175.66	189.12 200.42	90.16 84.32	56.57 54.10	110.57 8.00	1st half 2nd "	112	
1.27 1.46	1.89 2.07	1.89 1.94	2.61 2.21	1.65 1.70	1.32 1.73	1.89 1.97	1.39 1.62	1.95 1.73	1.55 1.76	1.63 1.95	1.59 1.51	2.80 3.51	1.24 0.96	1.68 1.08	1st half 2nd "	113	
8.57 9.51	12.84 14.89	15.72 16.67	20.35 19.07	17.71 19.35	10.90 13.83	11.24 12.17	12.65 14.73	17.91 15.76	13.11 15.93	12.17 17.45	14.30 13.24	62.60 96.81	28.36 21.29	13.15 18.70	1st half 2nd "	114	
2.01 2.57	4.16 5.27	4.35 4.69	5.62 3.74	4.05 4.96	2.34 3.89	2.72 2.91	2.97 3.07	4.77 4.87	3.50 4.86	4.90 6.90	5.27 4.50	28.76 29.49	17.14 13.18	5.37 6.32	1st half 2nd "	115	
4.28 5.18	9.17 11.36	7.55 8.05	9.44 7.88	7.30 9.75	3.91 5.97	4.87 4.75	5.72 5.33	8.02 7.62	6.79 8.35	19.18 27.91	11.35 10.63	91.71 71.14	32.40 25.72	11.96 14.04	1st half 2nd "	115 A.	
2.13 1.75	2.19 1.45	1.08 0.43	1.35 2.37	2.05 1.32	2.45 1.31	2.42 1.89	1.50 1.35	0.92 0.92	1.18 0.76	3.86 2.34	0.69 0.18	1.62 0.57	-0.62 -0.30	0.86 0.07	1st half 2nd "	116	
14.37 11.41	14.32 10.40	9.01 3.67	11.87 18.70	21.87 15.05	20.29 10.50	14.44 11.65	15.55 12.35	8.40 8.41	10.04 6.81	28.75 21.18	5.37 1.58	35.82 15.55	-14.12 -7.70	10.50 1.17	1st half 2nd "	117	
3.37 3.09	4.07 3.68	2.10 1.03	3.23 4.02	4.09 3.85	4.37 2.96	3.50 2.78	3.83 2.59	2.24 2.33	2.68 1.89	11.58 8.37	1.98 0.53	15.45 4.71	-8.53 -4.21	4.50 0.39	1st half 2nd "	118	
41.53 43.75	54.83 04.72	45.25 45.55	38.90 37.70	29.90 40.19	31.43 41.61	32.37 33.07	41.88 45.64	55.42 54.32	35.46 39.06	56.64 62.32	44.76 45.64	57.76 54.39	59.36 18.14	43.96 54.55	1st half 2nd "	119	
49.28 48.32	43.41 32.04	52.98 51.74	52.62 52.48	67.72 56.59	66.21 55.94	66.23 59.66	53.14 41.92	42.73 43.94	65.21 59.23	41.85 35.90	52.56 53.11	10.81 44.59	39.74 40.31	55.74 44.75	1st half 2nd "	120	
2.49 1.78	1.71 3.24	1.42 2.30	0.92 0.95	2.38 3.22	2.38 2.45	1.40 2.27	4.98 6.14	1.85 1.74	1.32 1.73	1.51 1.78	2.68 1.85	1.60 1.02	0.90 1.02	1.80 0.70	1st half 2nd "	121	
6.70 6.15	...	0.35 0.41	7.36 8.87	...	...	...	...	...	...	...	...	...	...	...	1st half 2nd "	122
100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	100.00 100.00	1st half 2nd "		
12.30 10.37	11.77 14.87	14.45 20.78	16.47 13.03	31.05 20.26	8.69 21.92	8.53 10.91	6.72 9.43	17.22 13.98	12.13 17.57	9.27 21.57	17.24 19.20	9.01 17.86	46.17 31.54	10.19 13.70	1st half 2nd "	123	
9.71 11.56	11.40 12.45	18.69 25.24	14.85 9.60	10.50 14.28	15.69 19.35	17.84 20.27	14.51 15.02	20.09 20.38	20.48 24.83	12.12 15.59	19.07 22.80	20.57 22.90	40.55 34.71	15.44 17.29	1st half 2nd "	124	
2.69 3.19	2.02 4.14	5.00 5.81	8.34 3.69	1.71 2.51	2.01 2.59	5.76 5.42	3.68 5.01	3.90 5.07	4.95 5.60	1.89 2.54	3.37 4.01	1.65 2.87	8.28 5.35	3.13 3.32	1st half 2nd "	125	
6.95 7.73	7.82 8.64	8.64 10.52	9.84 9.98	6.76 10.00	5.12 6.71	6.48 7.88	7.49 8.78	7.61 7.68	7.56 9.09	6.89 7.94	12.01 15.80	8.72 13.24	22.37 21.19	5.82 7.70	1st half 2nd "	126	
4.34 5.05	7.40 9.82	5.69 7.44	4.93 4.11	7.29 11.10	3.07 4.04	3.99 5.04	6.11 8.06	6.35 6.79	7.20 8.69	5.36 6.46	8.35 11.12	10.81 9.53	13.67 12.01	6.36 9.33	1st half 2nd "	127	
0.68 1.50	1.01 1.70	2.02 1.32	2.22 1.43	0.94 2.19	2.17 2.48	1.43 1.74	1.29 1.43	1.20 1.43	1.96 1.90	1.81 1.63	1.49 2.17	0.13 1.02	3.80 1.43	0.69 0.82	1st half 2nd "	128	
2.97 3.62	...	0.60 0.90	6.08 5.78	...	...	...	...	...	...	...	...	...	3.05 2.87	...	1st half 2nd "	129
39.79 48.81	42.03 51.82	55.39 71.96	62.74 46.99	48.25 60.34	36.65 57.09	44.01 51.26	39.80 47.72	56.37 54.72	54.28 67.68	36.94 56.73	61.53 75.19	51.23 67.43	137.25 112.25	42.34 62.16	1st half 2nd "	130	

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5' 6"										
			Number	1 (a)	2 (a) to (f) •	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	8 (a) & (b)	9 (a) to (g)	10 (a) & (b)	11 (a)
			Calcutta year 1906 by half-years	Bengal-Nagpur.	Bombay, Baroda and Central India	Eastern Bengal.	East Indian.	Great Indian Peninsula	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.
TABLE A—MAINTENANCE OF													
PER MILE OF LINE, MAINTAINED													
131a	General superintendence (including office expenses) . . . Rs.	1st half	149 19	191 10	261 85	228 59	150 48	150 69	146 03	148 82	140 44	140 78	
		2nd "	156 09	183 59	201 24	230 49	151 93	152 39	155 54	149 54	135 41	150 68	
132a	Maintenance and renewal of permanent-way . . . "	1st half	254 99	474 34	1,353 69	809 36	714 07	443 77	233 26	671 87	301 73	411 16	
		2nd "	354 14	721 42	800 63	810 29	461 51	58 46	293 81	613 22	437 95	424 32	
133a	Repairs of bridges, &c. . . "	1st half	91 97	143 87	385 64	255 20	215 61	126 06	359 10	58 98	190 05	121 47	
		2nd "	66 39	157 36	492 89	172 64	165 47	414 63	199 72	65 37	70 87	142 56	
134a	Conservancy of rivers . . . "	1st half	...	...	5 54	...	...	...	0 08	10 05	0 28	...
		2nd "	...	...	0 68	...	...	...	...	13 74	1 57	...
135a	Repairs of stations and buildings . . . "	1st half	103 26	136 02	301 18	252 20	145 33	91 20	44 62	209 19	166 20	67 06	
		2nd "	100 70	143 23	383 46	257 35	130 00	122 93	21 80	192 92	131 54	72 13	
136a	Other charges (net) . . . "	1st half	40 33	84 33	163 33	161 25	85 92	194 15	60 04	115 17	89 00	74 80	
		2nd "	73 64	85 92	19 21	171 29	89 24	278 42	19 91	121 41	83 83	57 31	
137a	Total maintenance, &c. . . "	1st half	631 12	1,310 02	2,501 12	1,766 70	1,311 41	895 87	893 13	1,264 18	814 70	761 27	
		2nd "	775 35	1,294 12	2,227 14	1,675 06	1,000 15	1,580 83	711 78	1,159 20	681 22	860 19	
PER MILE OF TRACK, INCLUDING SIDINGS.													
131b	General superintendence (including office expenses) . . . Rs.	1st half	119 62	127 84	163 50	145 17	107 61	124 48	129 83	115 65	121 63	129 95	
		2nd "	132 12	122 11	185 67	116 18	108 51	150 61	138 23	116 08	117 53	136 21	
132b	Maintenance and renewal of permanent-way . . . "	1st half	217 14	504 36	845 21	513 99	510 65	266 69	250 80	577 63	285 64	364 02	
		2nd "	309 19	624 21	524 29	514 53	351 75	400 97	262 90	475 62	307 17	384 41	
133b	Repairs of bridges, &c. . . "	1st half	78 32	91 49	240 79	162 07	174 19	104 13	319 26	45 84	164 19	107 54	
		2nd "	5 19	105 19	591 87	19 64	118 18	342 58	169 59	19 71	61 51	126 17	
134b	Conservancy of rivers . . . "	1st half	...	...	3 16	...	...	...	0 07	7 81	0 25	...
		2nd "	...	...	0 42	...	...	...	...	10 67	1 36	...
135b	Repairs of stations and buildings . . . "	1st half	58 02	90 95	201 19	160 16	103 93	75 34	79 67	162 57	93 70	59 37	
		2nd "	119 63	95 74	236 35	182 48	92 84	101 51	26 49	149 75	114 17	63 83	
136b	Other charges (net) . . . "	1st half	34 31	76 38	101 98	192 46	61 44	153 12	53 39	112 81	77 08	30 41	
		2nd "	62 35	59 44	122 18	110 69	63 71	229 91	35 47	95 58	72 80	50 73	
137b	Total maintenance, &c. . . "	1st half	537 10	87 95	1,561 77	1,08 85	937 82	832 67	791 65	88 14	722 89	691 19	
		2nd "	626 30	86 24	1,327 1	1,033 78	715 62	1,305 38	632 90	839 84	764 94	761 35	
PER TOTAL TRAIN-MILE.													
131c	General superintendence (including office expenses) . . . Rs.	1st half	1 30	1 31	1 57	0 95	0 81	1 36	1 14	1 00	1 07	2 40	
		2nd "	1 45	1 37	1 34	0 99	0 91	1 61	1 73	0 99	1 11	2 26	
132c	Maintenance and renewal of permanent-way . . . "	1st half	2 37	5 34	7 66	3 35	3 93	4 01	2 79	4 67	2 35	6 72	
		2nd "	3 29	5 37	3 77	3 45	2 77	5 15	3 30	4 06	3 77	6 40	
133c	Repairs of bridges, &c. . . "	1st half	0 85	1 00	2 01	1 06	1 19	1 14	3 55	0 40	1 45	1 99	
		2nd "	0 56	1 17	2 19	0 74	0 99	3 66	2 13	0 13	0 59	2 10	
134c	Conservancy of rivers . . . "	1st half	...	...	0 03	...	...	...	...	0 06	...	...
		2nd "	...	...	...	...	...	...	...	0 09	0 01	...
135c	Repairs of stations and buildings . . . "	1st half	0 96	0 94	1 73	1 04	0 80	0 82	0 44	1 41	0 83	1 09	
		2nd "	1 21	1 07	1 70	1 22	0 77	1 09	0 33	1 27	1 08	1 06	
136c	Other charges (net) . . . "	1st half	0 37	0 58	0 86	0 67	0 47	1 66	0 50	0 94	0 68	0 56	
		2nd "	0 69	0 66	0 78	0 71	0 53	2 46	0 14	0 83	0 49	0 85	
137c	Total maintenance, &c. . . "	1st half	5 85	9 09	13 06	7 07	7 22	8 99	8 81	8 52	6 38	12 76	
		2nd "	7 20	9 64	9 98	7 14	5 97	13 97	7 93	7 67	7 25	12 67	
PER 1,000 GROSS TON-MILES.													
131d	General superintendence (including office expenses) . . . Rs.	1st half	0 20	0 20	0 27	0 12	0 14	0 25	0 25	0 18	0 22	0 77	
		2nd "	0 25	0 22	0 25	0 13	0 17	0 31	0 30	0 17	0 23	0 65	
132d	Maintenance and renewal of permanent-way . . . "	1st half	0 87	0 78	1 39	0 43	0 68	0 75	0 47	0 84	0 43	2 15	
		2nd "	0 56	0 88	0 7	0 14	0 51	1 01	0 36	0 72	0 79	1 83	
133d	Repairs of bridges, &c. . . "	1st half	0 13	0 15	0 40	0 14	0 21	0 21	0 60	0 07	0 30	0 54	
		2nd "	0 10	0 19	0 43	0 09	0 18	0 72	0 36	0 08	0 12	0 60	
134d	Conservancy of rivers . . . "	1st half	...	...	0 01	...	...	...	...	0 01	...	...
		2nd "	...	...	...	...	...	...	...	0 01	...	...
135d	Repairs of stations and buildings . . . "	1st half	0 15	0 11	0 34	0 13	0 14	0 15	0 07	0 25	0 17	0 55	
		2nd "	0 21	0 17	0 33	0 15	0 14	0 21	0 08	0 23	0 23	0 30	
136d	Other charges (net) . . . "	1st half	0 06	0 09	0 15	0 09	0 08	0 31	0 10	0 18	0 14	0 17	
		2nd "	0 11	0 11	0 17	0 10	0 10	0 48	0 08	0 15	0 15	0 24	
137d	Total maintenance, &c. . . "	1st half	0 91	1 36	2 56	0 91	1 25	1 67	1 49	1 83	1 31	4 08	
		2nd "	1 33	1 57	1 90	0 91	1 19	2 73	1 36	1 86	1 52	3 99	

DIX 18—continued.

system during each half-year of 1906—contd.

do not prepare these statistics.

3 1/2"											2' 6"				GAUGE.		Serial number.
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) & (c)	8 (c)	18 (a) to (c)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (b)	30 (a)	9 (h) & (i)	1 (e)	Number.		
Bengal and North-Western.	Bhuvanagar-Gondal-Juna-gad Porbandar.	Burma	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner	Rajputana-Malwa.	Rohilkhand and Kumaon.	South Indian.	South ern Mahratta.	Udai-pur-Chitor.	Jubbulpore Gondha extension.	Kalka-Simla.	Khushalgarh-Kohat-Del and Nowshera-Dargai.	Raipur-Dham-tari.	Calendar year 1906 by half-years.		
WAY, WORKS AND STATIONS.																	
86:25 95:15	49:55 57:81	142:30 113:10	107:81 117:12	127:09 1:8 03	21:31 22:31	90:59 94:07	57:61 68:10	169:58 163:86	78:13 77:17	59:83 37:16	105:40 91:92	247:64 257:27	153:24 136:46	7:00 7:01	1st half 2nd "	131a	
328:42 366:02	247:85 207:61	377:21 488:41	601:27 335:08	729:70 370:69	171:54 427:00	337:51 369:41	117:61 1:8 71	352:92 265:60	272:41 312:74	132:48 271:91	123:11 126:51	207:60 204:41	231:61 160:95	111:50 92:99	1st half 2nd "		
111:99 143:03	5:75 7:65	206:19 128:00	77:11 217:13	23:65 33:19	4:13 2:36	68:16 80:12	31:39 56:09	150:98 187:73	46:04 51:22	0:95 4:28	8:11 12:00	37:13 718:57	98:78 119:58	11:50 24:11	1st half 2nd "	132a	
0:93 3:20	...	0:29 0:10	...	...	...	...	...	...	...	...	...	...	...	...	1st half 2nd "	
45:90 68:77	18:19 41:49	117:12 165:25	103:26 147:22	38:83 31:37	18:14 16:41	64:15 73:59	39:83 34:8	38:78 69:38	44:23 65:17	18:62 27:15	33:21 38:32	34:29 28:32	89:58 53:10	—4:87 22:06	1st half 2nd "	133a	
40:01 65:45	28:32 22:77	94:03 159:23	109:45 112:19	60:21 67:84	2:07 10:58	39:93 47:35	—1:07 15:03	37:92 4:10	33:60 61:38	6:25 9:38	23:93 8:38	17:21 9:57	56:06 39:59	9:33 49:61	1st half 2nd "		
613:56 742:02	319:66 357:44	938:71 1,067:39	1,005:10 829:42	975:50 632:02	23:18 478:66	840:60 665:27	263:25 3,68:12	941:28 6,65:09	474:67 1,67:98	194:55 3,52:72	204:17 276:43	513:91 1,319:01	634:27 498:58	134:16 195:78	1st half 2nd "	137a	
71:78 59:53	45:06 32:57	121:13 122:29	91:49 99:81	110:72 115:71	29:23 21:16	77:50 99:30	50:07 59:09	141:94 144:78	70:70 69:51	37:36 34:11	98:15 84:90	223:00 232:52	113:74 123:40	6:59 6:61	1st half 2nd "		
284:72 315:71	225:39 183:80	321:33 415:10	510:28 2:183	655:39 333:43	162:91 405:04	305:68 2:558	127:78 157:91	311:96 277:31	215:46 281:68	124:45 257:33	114:63 116:84	187:12 181:32	105:08 155:31	105:08 87:66	1st half 2nd "	131b	
97:99 123:37	5:23 6:96	176:16 109:00	65:14 184:82	21:27 30:12	3:03 2:23	58:17 68:24	29:80 48:74	310:21 165:88	41:54 46:13	6:13 1:01	7:55 11:91	33:52 6:74	89:73 108:53	10:44 22:53	1st half 2nd "		
0:60 2:84	...	0:25 0:08	...	...	...	...	...	...	...	...	...	...	...	...	1st half 2nd "	132b
39:79 59:32	16:54 37:82	160:21 163:27	92:73 125:14	31:95 25:21	17:22 15:57	54:09 62:65	25:90 30:23	34:7 61:82	39:86 55:97	17:65 25:41	30:91 12:92	30:96 25:51	81:37 29:96	—1:59 20:79	1st half 2nd "		
31:60 56:16	25:75 20:71	60:73 135:00	93:31 25:61	51:15 61:02	19:05 10:04	31:69 58:89	—1:11 11:83	33:73 4:33	30:28 56:28	5:88 8:62	22:36 7:74	16:54 8:00	10:92 35:94	8:79 40:77	1st half 2nd "	133b	
131:87 610:02	317:97 206:86	800:73 926:14	853:25 790:78	877:48 508:49	2:3 34 454:04	529:63 366:26	2:8 89 292:67	832:04 614:12	427:83 511:27	186:23 3,30:18	278:72 253:31	491:04 1,099:21	574:14 452:69	123:71 181:56	1st half 2nd "		
0:88 0:98	1:07 1:51	1:19 1:20	1:09 1:13	1:49 1:91	0:43 0:46	0:73 0:79	0:79 0:91	1:53 1:49	0:84 0:92	1:53 1:51	2:73 2:14	3:18 3:25	1:71 1:30	0:21 0:21	1st half 2nd "	131c	
3:37 3:74	5:53 5:41	3:17 4:09	6:07 3:24	8:80 5:59	3:45 8:94	2:80 3:11	2:01 2:14	3:37 2:44	2:94 3:71	3:11 11:07	3:19 2:95	2:51 2:60	2:55 1:63	3:30 2:77	1st half 2nd "		
1:15 1:46	0:13 0:20	1:53 1:07	0:78 2:10	0:29 0:51	0:08 0:05	0:55 0:67	0:47 0:76	3:35 1:10	0:50 0:61	0:04 0:17	0:21 0:31	0:52 9:13	1:09 1:15	0:31 0:72	1st half 2nd "	132c	
0:01 0:04	...	...	0:01 ...	...	...	...	...	...	...	...	...	...	...	...	1st half 2nd "	
0:48 0:70	0:09 1:08	0:10 1:11	1:10 1:42	0:47 0:47	0:26 0:34	0:52 0:43	0:41 0:47	0:37 0:63	0:48 0:73	0:72 1:09	0:56 0:85	0:18 0:36	0:08 0:81	—0:11 0:66	1st half 2nd "	133c	
0:41 0:66	0:61 0:59	0:79 1:33	1:11 1:10	0:72 1:01	0:10 0:23	0:31 0:39	—0:03 0:19	0:37 0:04	0:26 0:74	0:24 0:26	0:62 0:19	0:25 0:12	0:62 0:38	0:28 1:48	1st half 2nd "		
6:30 7:18	7:53 8:70	7:87 9:10	10:15 9:00	11:76 9:53	4:72 10:03	5:60 8:58	3:61 4:53	8:99 6:30	5:12 6:70	7:64 14:20	7:61 6:14	7:64 15:49	6:98 4:77	8:99 5:84	1st half 2nd "	137c	
0:24 0:27	0:26 0:54	0:35 0:35	0:25 0:25	0:17 0:61	0:13 0:14	0:19 0:22	0:24 0:22	0:50 0:40	0:28 0:32	0:43 0:49	0:86 0:66	2:51 2:37	1:88 1:42	0:13 0:17	1st half 2nd "		
0:03 1:03	1:82 1:93	0:92 1:19	1:08 1:00	2:78 1:86	1:00 2:84	0:76 0:87	0:62 0:53	1:10 0:30	0:26 1:29	1:43 3:54	1:00 0:31	3:11 1:87	2:76 1:77	2:19 2:20	1st half 2nd "	132d	
0:22 0:40	0:04 0:07	0:10 0:31	0:25 0:65	0:09 0:17	0:03 0:02	0:14 0:19	0:15 0:19	1:19 0:56	0:16 0:21	0:01 0:06	0:07 0:09	0:38 0:59	1:16 1:24	0:22 0:27	1st half 2nd "		
0:01 ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1st half 2nd "	134d
0:13 0:19	0:13 0:39	0:28 0:41	0:36 0:43	0:15 0:16	0:10 0:11	0:14 0:17	0:13 0:11	0:12 0:21	0:15 0:27	0:20 0:84	0:27 0:27	0:33 0:26	1:97 0:35	—0:09 0:52	1st half 2nd "		
0:11 0:18	0:21 0:21	0:23 0:49	0:26 0:38	0:22 0:34	0:12 0:07	0:09 0:10	—0:01 0:05	0:12 —0:01	0:12 0:25	0:06 0:13	0:19 0:16	0:17 0:09	0:68 0:41	0:18 1:17	1st half 2nd "	136d	
1:73 4:08	2:37 3:14	2:28 2:65	3:30 2:76	3:71 3:17	1:87 3:18	1:32 1:55	1:12 1:14	2:93 2:07	1:67 2:34	2:18 4:54	2:30 1:99	5:52 11:18	7:57 5:19	2:56 4:63	1st half 2nd "		

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	LAUGH.		5' 6"										11 (a)
		Number	1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	8 (a) & (b)	9 (a) to (g)	10 (a) & (b)			
		Calendar year 1906 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Grant Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Jharkhand.	Assam-Bengal.		
	Average price of fuel per ton in terms of	{ Coal . . . 1st half 2 65 2nd ,, 2 65 { Wood . . . 1st half 2nd ,,	2 65 2 65	17 41 16 46	6 33 6 30	1 37 1 37	11 27 11 49	9 69 11 09	4 68 4 71	13 30 13 80	8 30 8 51	7 41 7 41		
TABLE B.—LOCOMOTIVE														
	PER TOTAL TRAIN-MILE.													
138a	General superintendence (including office expenses) Annas	{ 1st half 1 05 2nd ,, 1 11	1 03 1 08	0 55 0 54	0 74 0 77	0 64 0 71	0 68 0 68	0 75 0 82	0 56 0 55	0 64 0 61	0 38 0 31			
139a	Running expenses	{ 1st half 2 43 2nd ,, 2 50	3 04 3 04	1 30 2 07	2 13 2 25	2 70 2 92	2 01 2 05	1 78 1 76	1 54 1 45	1 13 1 16	1 08 1 04			
140a	Fuel	{ 1st half 1 27 2nd ,, 1 24	7 05 6 31	2 70 3 02	0 83 0 91	4 67 4 08	4 13 4 70	1 90 1 87	5 32 5 33	3 70 3 60	2 48 3 01			
141a	Water	{ 1st half 0 17 2nd ,, 0 14	0 51 0 46	0 18 0 19	0 11 0 13	0 34 0 35	0 51 0 33	0 27 0 26	0 25 0 27	0 15 0 18	0 22 0 23			
142a	Oil, tallow and other stores	{ 1st half 0 29 2nd ,, 0 32	0 55 0 39	0 40 0 41	0 33 0 40	0 46 0 49	0 37 0 45	0 35 0 38	0 38 0 26	0 36 0 33	0 25 0 28			
143a	Maintenance and renewal of locomotives	{ 1st half 3 14 2nd ,, 2 85	4 85 4 14	3 59 2 13	2 46 2 41	3 16 3 56	3 45 4 22	2 02 2 16	4 00 3 23	1 60 1 47	1 71 2 15			
143A (a)	Maintenance and renewal of machinery, tools and plant	{ 1st half 0 16 2nd ,, 0 15	0 57 0 71	0 11 0 41	0 23 0 14	0 23 0 26	0 14 0 23	0 05 0 05	0 31 0 47	0 10 0 35	0 02 0 04			
144a	Other charges (net)	{ 1st half 1 74 2nd ,, 1 61	1 32 1 07	0 32 0 49	0 67 0 30	1 59 0 33	2 10 2 23	0 48 0 51	2 12 1 31	1 71 1 58	1 06 1 07			
145a	Total locomotive expenses	{ 1st half 10 25 2nd ,, 9 92	19 02 17 30	10 05 9 26	7 57 7 94	13 19 13 93	13 19 11 69	7 60 7 81	14 47 13 07	9 60 9 10	8 40 9 33			
	Fuel consumed in terms of	{ Coal (Kharhar barce) . . . 1st half 66 93 2nd ,, 65 32 { Wood . . . 1st half 2nd ,,	56 67 58 74	59 68 62 12	69 59 67 99	58 00 57 05	59 65 58 36	56 81 55 61	55 98 59 12	57 50 55 37	45 05 54 06			
	PER ENGINE-MILE.													
138b	General superintendence (including office expenses) Annas	{ 1st half 0 87 2nd ,, 0 92	0 85 0 91	0 37 0 37	0 53 0 57	0 56 0 63	0 57 0 58	0 64 0 71	0 18 0 47	0 54 0 54	0 77 0 68			
139b	Running expenses	{ 1st half 2 02 2nd ,, 2 08	2 51 2 53	1 30 1 41	1 58 1 67	2 25 2 35	1 09 1 75	1 53 1 50	1 33 1 25	0 96 0 98	1 32 1 21			
140b	Fuel	{ 1st half 1 05 2nd ,, 1 02	5 81 5 76	1 85 2 05	0 66 0 69	4 07 4 10	3 48 4 02	1 63 1 50	4 60 4 73	3 21 3 06	1 95 2 24			
141b	Water	{ 1st half 0 14 2nd ,, 0 11	0 42 0 39	0 12 0 13	0 09 0 10	0 30 0 29	0 27 0 29	0 33 0 22	0 22 0 23	0 12 0 15	0 17 0 17			
142b	Oil, tallow and other stores	{ 1st half 0 24 2nd ,, 0 26	0 45 0 41	0 27 0 28	0 25 0 29	0 39 0 43	0 31 0 38	0 30 0 31	0 24 0 23	0 30 0 28	0 20 0 21			
143b	Maintenance and renewal of locomotives	{ 1st half 2 62 2nd ,, 2 36	3 20 3 46	2 46 1 45	1 84 1 78	2 75 3 11	2 91 3 61	1 72 1 84	3 54 2 77	1 43 1 24	1 35 1 60			
143A (b)	Maintenance and renewal of machinery, tools and plant	{ 1st half 0 15 2nd ,, 0 13	0 56 0 59	0 28 0 28	0 17 0 10	0 20 0 23	0 12 0 20	0 04 0 04	0 25 0 40	0 16 0 30	0 02 0 03			
144b	Other charges (net)	{ 1st half 1 43 2nd ,, 1 34	1 09 0 89	0 22 0 33	0 72 0 67	1 21 0 86	1 77 1 91	0 42 0 44	1 63 1 12	1 45 1 17	0 81 0 60			
145b	Total locomotive expenses	{ 1st half 8 52 2nd ,, 8 52	15 68 14 94	6 87 6 30	5 86 5 37	11 63 12 20	11 72 12 74	6 51 6 65	12 50 11 22	8 17 7 72	0 62 6 04			
	Fuel consumed in terms of	{ Coal (Kharhar barce) . . . 1st half 55 68 2nd ,, 54 16 { Wood . . . 1st half 2nd ,,	46 73 49 02	49 63 42 24	51 36 50 27	50 48 49 05	50 28 50 30	48 58 47 31	48 38 48 17	48 69 45 27	35 47 40 64			

DIX 18—continued.

system during each half-year of 1906—contd.

do not prepare these statistics.

3' 34"											2' 6"			Gauges.		Serial number.
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) and (c)	8 (c)	18 (a) to (c)	2 (g) to (m)	20 (a) & (b).	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (h)	20 (a)	9 (h) & (i)	1 (a)	Number.	
Bengal and North-Western.	Bihar- Gondal- Jannad- Porbandar.	Burman.	Eastern Bengal.	Hydrabad-Godavari Valley.	Johh-pur-Bikaner.	Rajputana-Mulwa.	Rehikund-and Kumaon.	South Indian.	South-eastern Maharastra.	Udairpur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Kharak-Kohat-Thal and Nowshera-Dugrai.	Paipur-Dhurnari.	Calendar year 1906 by half-years.	
EXPENSES.																
6-86 6-71	15-13 15-41	10-98 11-70	6-78 8-53	4-77 4-87	14-58 14-80	14-38 16-48	... 7-03 8-32	12-81 13-21	10-13 10-31	18-65 18-74	3-35 3-62	19-20 13-38	13-29 13-47	2-57 2-64	1st half 2nd "	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1st half 2nd "
0-42	0-74	0-83	0-61	0-96	0-32	0-58	0-79	0-60	0-65	1-66	1-19	1-45	0-58	0-58	1st half	
0-43	0-99	0-82	0-57	1-15	0-31	0-73	0-81	0-59	0-75	1-68	0-90	1-39	0-74	0-63	2nd "	
0-74	1-20	2-68	1-09	1-54	0-69	1-68	0-75	1-65	1-62	0-72	1-20	2-53	1-13	1-00	1st half	
0-77	1-30	2-56	1-21	1-54	0-79	1-70	0-78	1-63	1-69	0-75	1-14	2-49	0-99	0-97	2nd "	
1-87	3-49	3-53	1-50	1-29	4-48	3-84	3-53	2-94	2-69	5-22	1-10	2-94	1-50	0-43	1st half	
1-92	3-03	3-50	2-41	1-39	4-17	4-99	3-18	3-08	2-70	1-71	1-17	10-92	1-69	0-13	2nd "	
0-15	0-13	0-32	0-14	0-19	0-45	0-24	0-18	0-18	0-22	0-30	0-34	1-17	0-49	0-28	1st half	
0-16	0-17	0-32	0-16	0-21	0-42	0-27	0-15	0-14	0-22	0-26	0-34	1-33	0-43	0-39	2nd "	
0-20	0-24	0-35	0-23	0-19	0-22	0-20	0-25	0-25	0-16	0-30	0-21	0-47	0-26	0-26	1st half	
0-18	0-31	0-32	0-28	0-22	0-35	0-28	0-25	0-28	0-17	0-31	0-20	0-47	0-36	0-42	2nd "	
0-99	0-86	1-61	3-43	0-88	1-30	2-66	1-44	4-64	2-01	1-49	0-46	2-69	1-27	1-63	1st half	
1-04	1-29	2-33	1-40	1-56	1-34	2-10	1-40	3-44	2-71	1-55	0-91	2-85	0-75	0-39	2nd "	
0-04	0-08	0-17	0-23	0-04	0-11	0-36	0-17	0-19	0-21	0-29	0-07	0-02	0-11	...	1st half	
0-05	0-07	0-15	0-25	0-05	0-15	0-41	0-17	0-14	0-21	0-52	0-04	0-02	0-09	...	2nd "	
0-69	0-52	0-69	1-54	0-74	0-81	0-73	0-69	0-14	1-15	...	3-01	0-07	0-39	1-31	1st half	
0-76	0-5	1-08	0-35	0-88	1-25	0-62	0-47	0-39	1-14	...	2-68	0-39	0-51	1-20	2nd "	
5-10 5-39	7-26 7-34	10-18 11-18	9-15 6-63	5-86 6-71	8-14 8-81	10-17 10-37	7-89 7-21	10-19 9-60	8-62 9-59	9-87 2-83	8-12 7-61	17-14 19-89	6-13 5-26	5-00 4-26	1st half 2nd "	
41-24 49-13	32-31 27-48	45-09 41-82	39-01 39-65	37-79 37-34	43-05 39-43	37-76 36-91	... 115-77 114-09	31-92 32-60	35-93 36-69	35-22 31-81	18-36 56-83	72-36 81-10	18-91 16-61	26-28 25-89	1st half 2nd "	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1st half 2nd "
0-35	0-66	0-69	0-48	0-86	0-50	0-50	0-61	0-55	0-58	1-55	0-99	1-31	0-48	0-56	1st half	
0-35	0-91	0-69	0-44	1-03	0-32	0-55	0-65	0-54	0-67	1-58	0-75	1-18	0-63	0-69	2nd "	
0-60	1-07	2-20	0-85	1-37	0-65	1-15	0-69	1-50	1-44	0-67	1-00	2-30	0-93	0-96	1st half	
0-63	1-20	2-13	0-94	1-38	0-73	1-52	0-63	1-49	1-51	0-69	0-96	2-10	0-83	0-92	2nd "	
1-54	3-11	2-91	1-47	1-16	4-18	3-35	2-77	2-66	2-31	4-86	1-15	8-20	1-47	0-48	1st half	
1-58	2-79	2-92	1-87	1-16	3-87	3-45	2-56	2-81	2-41	4-44	1-22	9-43	1-35	0-47	2nd "	
0-13	0-12	0-06	0-11	0-18	0-42	0-24	0-11	0-16	0-19	0-08	0-31	1-06	0-41	0-27	1st half	
0-12	0-15	0-26	0-13	0-18	0-39	0-23	0-13	0-13	0-20	0-24	0-17	1-13	0-56	0-23	2nd "	
0-16	0-21	0-29	0-18	0-17	0-31	0-26	0-19	0-23	0-14	0-28	0-18	0-43	0-39	0-25	1st half	
0-15	0-29	0-26	0-21	0-20	0-36	0-24	0-20	0-25	0-15	0-23	0-16	0-40	0-51	0-21	2nd "	
0-61	0-77	1-32	2-66	0-79	1-21	2-30	1-13	4-22	1-79	1-40	0-79	2-44	1-04	1-62	1st half	
0-85	1-19	1-04	1-09	1-21	1-24	2-07	1-14	3-14	2-41	1-45	0-76	2-41	0-63	0-37	2nd "	
0-04	0-07	0-14	0-17	0-04	0-10	0-32	0-14	0-09	0-19	0-19	0-05	0-02	0-09	...	1st half	
0-04	0-08	0-13	0-19	0-05	0-14	0-36	0-13	0-14	0-19	0-49	0-01	0-02	0-06	...	2nd "	
0-56 0-63	0-46 0-17	0-56 0-90	1-21 0-27	0-70 0-78	0-75 1-15	0-63 0-53	0-54 0-37	0-13 0-27	1-03 1-02	...	2-48 2-22	0-06 0-33	0-32 0-26	1-26 1-20	1st half 2nd "	
4-18 4-35	6-47 6-76	8-87 9-28	7-15 5-14	5-27 5-09	7-92 8-20	9-05 8-95	6-12 5-81	9-54 8-77	7-67 8-56	9-23 9-18	6-05 6-35	15-82 16-80	5-04 4-43	5-38 4-05	1st half 2nd "	
33-81 32-91	28-78 25-30	37-03 34-88	30-47 30-78	33-99 33-20	40-17 36-80	32-62 31-96	... ... 30-90 31-91	29-04 29-75	31-96 32-71	32-92 29-86	48-21 47-23	65-66 69-09	15-51 14-02	25-24 24-65	1st half 2nd "
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1st half 2nd "

DIX 18—continued.

system during each half-year of 1906—contd.

do not prepare these statistics.

3' 34"														2' 6"				GAUGE.		Serial number.
12 (a) (b)	14 (a) to (d)	15 (a)	3 (b) & (c)	8 (c)	18 (a) to (c)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (b)	30 (a)	9 (A) & (i)	1 (e)	Number.					
Bengal and North- West- ern.	Bhava- nagar- Gondal- Juna- gad-Por- bandar.	Burma.	Eastern Bengal.	Hydera- bad-Gor- davari Valley.	Jodh- pur- Bikaner	Rajput- ana- Malwa.	Rohil- kund and Kumaon.	South Indian.	South- ern Mahar- atta.	Udaipur- Chitor.	Jabal- pur- Gondia extension.	Kalka- Simla.	Kham- nagar- Kohat- Thal and Nowshera Dargah.	Rajpur- Dhotu- tari.	Calendar year 1906 by half- years.					
EXPENSES—contd.																				
0.12 0.12	0.25 0.35	0.24 0.24	0.20 0.17	0.30 0.38	0.10 0.11	0.15 0.18	0.22 0.20	0.20 0.19	0.21 0.26	0.47 0.54	0.37 0.28	1.05 1.00	0.63 0.81	0.37 0.50	1st half 2nd "	138c				
0.21 0.21	0.41 0.47	0.77 0.74	0.36 0.37	0.48 0.52	0.20 0.25	0.44 0.49	0.21 0.20	0.51 0.53	0.53 0.58	0.20 0.23	0.37 0.35	1.83 1.80	1.22 1.07	0.61 0.77	1st half 2nd "		139c			
0.52 0.54	1.19 1.08	1.03 1.02	0.61 0.74	0.41 0.43	1.30 1.32	1.02 1.11	1.10 0.79	0.95 1.01	0.85 0.93	1.16 1.51	0.44 0.15	6.53 7.88	1.95 1.74	0.31 0.39	1st half 2nd "	140c				
0.04 0.04	0.05 0.16	0.10 0.09	0.04 0.05	0.06 0.07	0.12 0.08	0.07 0.07	0.06 0.04	0.06 0.05	0.07 0.08	0.09 0.09	0.12 0.11	0.94 0.96	0.54 0.47	0.18 0.23	1st half 2nd "		141c			
0.06 0.05	0.08 0.11	0.10 0.09	0.08 0.09	0.06 0.07	0.10 0.12	0.08 0.08	0.08 0.06	0.08 0.09	0.05 0.06	0.08 0.09	0.07 0.07	0.34 0.34	0.40 0.40	0.17 0.17	1st half 2nd "	142c				
0.27 0.29	0.29 0.16	0.46 0.68	1.12 0.43	0.28 0.46	0.37 0.43	0.71 0.67	0.15 0.35	1.52 1.13	0.66 0.94	0.13 0.56	0.30 0.28	1.94 2.06	1.38 0.81	1.08 0.31	1st half 2nd "		143c			
0.01 0.01	0.03 0.03	0.05 0.05	0.07 0.08	0.01 0.02	0.03 0.05	0.10 0.12	0.05 0.04	0.03 0.05	0.07 0.07	0.05 0.16	0.02 ...	0.02 0.01	0.11 0.08	...	1st half 2nd "	143 A(c)				
0.19 0.21	0.18 0.06	0.20 0.32	0.50 0.11	0.25 0.29	0.24 0.40	0.19 0.17	0.22 0.12	0.04 0.10	0.38 0.30	...	0.95 0.82	0.05 0.28	0.32 0.33	0.84 1.01	1st half 2nd "		144c			
1.12 1.47	2.18 2.62	2.05 3.23	2.98 2.04	1.85 2.21	2.47 2.81	2.76 2.88	2.42 1.80	3.42 3.15	2.82 3.31	2.78 3.12	2.64 2.35	12.60 14.33	6.65 5.71	3.59 3.38	1st half 2nd "	145c				
183.48 128.51	176.51 157.05	208.61 195.16	202.99 191.90	190.85 199.00	200.32 200.23	159.10 161.25	...	166.76 170.94	187.79 202.37	158.44 162.92	327.81 291.57	836.64 913.15	328.26 289.34	263.91 329.09	1st half 2nd "		146c			
...	...	...	...	...	...	...	575.25 451.80	...	...	...	...	...	...	...	1st half 2nd "	147c
WAGON EXPENSES.																				
0.15 0.16	0.21 0.30	0.24 0.21	0.35 0.31	0.14 0.17	0.11 0.11	0.22 0.23	0.34 0.33	0.20 0.19	0.22 0.21	0.39 0.40	0.23 0.16	0.18 0.46	0.67 0.07	0.14 0.16	1st half 2nd "	146a				
0.14 0.38	0.82 1.55	0.79 0.81	1.03 1.03	0.39 0.35	0.13 0.46	1.27 1.05	0.63 0.93	0.63 0.72	0.89 0.91	0.41 0.37	0.25 0.42	0.55 0.78	0.24 0.17	0.55 0.23	1st half 2nd "		147a			
0.45 0.50	0.38 0.32	1.37 1.15	3.38 0.73	0.27 0.44	0.31 0.33	1.49 1.04	0.61 0.71	0.94 1.13	0.77 0.75	0.17 0.26	0.41 0.31	0.06 0.95	0.19 0.20	0.09 0.16	1st half 2nd "	148a				
0.03 0.03	0.04 0.03	0.05 0.07	0.03 0.05	0.02 ...	0.06 0.09	0.12 0.14	0.02 0.03	0.01 0.05	0.04 0.04	0.06 0.07	0.03 0.03	...	0.01	1st half 2nd "		148 A(d)			
0.30 0.28	0.21 0.24	0.26 0.25	0.30 0.36	0.16 0.20	0.18 0.19	0.27 0.29	0.34 0.38	0.31 0.31	0.16 0.18	0.50 0.48	0.38 0.30	0.31 0.30	0.41 0.33	0.26 0.21	1st half 2nd "	149a				
0.02 0.03	0.03 ...	0.02 0.02	0.05 0.07	...	0.01 ...	0.01 0.02	0.06 ...	0.07 0.01	0.01 0.04	...	0.06 0.05	...	0.03 0.05	0.10 ...	1st half 2nd "		150a			
1.39 1.47	1.67 2.14	2.73 2.55	5.14 2.55	0.96 1.18	1.10 1.18	3.38 2.77	1.98 2.41	2.03 2.39	2.09 2.16	1.53 1.38	1.40 1.34	1.40 2.19	1.25 0.81	1.14 0.81	1st half 2nd "	151a				
0.34 0.38	0.55 0.77	0.65 0.68	1.02 1.00	0.46 0.62	0.30 0.31	0.50 0.55	0.75 0.75	0.60 0.61	0.62 0.70	0.98 1.05	0.56 0.40	3.45 3.45	0.44 0.45	0.50 0.76	1st half 2nd "		146b			
2.56 2.23	4.35 4.00	5.97 5.36	6.54 6.85	4.42 3.25	3.00 2.97	8.87 6.51	4.13 5.39	3.76 4.43	7.96 7.50	1.57 1.55	1.95 2.36	3.90 5.77	3.28 2.17	6.64 3.74	1st half 2nd "	147b				
1.68 2.53	1.90 0.84	5.71 5.66	18.23 4.51	1.23 2.00	1.40 1.75	5.11 4.09	2.16 2.91	5.65 6.98	3.26 3.50	1.11 1.95	1.94 1.36	0.46 7.04	6.05 2.80	0.50 1.22	1st half 2nd "		148b			
0.07 0.09	0.11 0.09	0.14 0.20	0.07 0.15	...	0.11 0.35	0.20 0.33	0.05 0.07	0.10 0.15	0.11 0.12	0.16 0.17	0.06 0.05	...	0.07 0.01	...	1st half 2nd "	148 A(b)				
0.66 0.70	0.54 0.63	0.69 0.70	0.87 1.16	0.54 0.71	0.48 0.55	0.64 0.71	0.79 0.85	0.92 0.95	0.47 0.54	1.27 1.28	0.93 0.89	2.18 2.24	2.63 2.16	0.99 1.05	1st half 2nd "		149b			
0.04 0.07	0.02 ...	0.04 0.04	0.15 0.23	0.01 0.01	0.03 0.01	0.03 0.03	0.13 0.01	0.20 0.03	0.02 0.13	0.01 ...	0.16 0.13	...	0.18 0.31	0.35 0.03	1st half 2nd "	150b				
8.10 8.64	4.32 6.43	7.38 6.99	14.98 8.19	3.25 4.27	2.97 3.44	7.83 6.60	4.58 5.52	6.13 7.37	5.98 6.43	3.84 4.19	3.67 3.28	9.99 18.50	8.04 5.42	4.23 4.00	1st half 2nd "		151b			

Analysis of working of each railway 7

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5' 6"											
			Number	1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10 (a)	11 (a)
			Calendar year 1906 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	
PER TOTAL TRAIN-MILE.			TABLE D—TRAFFIC											
152a	General superintendence (including office expenses)	{ 1st half 2nd "	0.92 0.94	0.91 1.02	1.30 1.21	0.84 0.93	0.54 0.60	0.87 0.87	0.53 0.60	0.51 0.51	0.74 0.79	0.86 0.85		
153a	Station staff	{ 1st half 2nd "	2.28 2.26	3.34 3.31	6.36 7.34	2.85 3.28	2.09 2.25	2.22 2.23	1.65 1.93	2.18 2.37	2.55 2.55	2.55 3.32		
154a	Train staff	{ 1st half 2nd "	0.65 0.91	0.87 0.89	1.14 1.13	1.22 1.26	1.28 1.36	0.72 0.77	0.66 0.73	0.86 0.88	0.88 0.85	0.68 0.68		
155a	Fuel, lighting, water and general stores	{ 1st half 2nd "	0.60 0.51	0.95 0.89	1.18 0.95	0.81 0.70	0.67 0.82	0.54 0.47	0.42 0.46	0.57 0.60	0.56 0.51	0.43 0.48		
156a	Clothing	{ 1st half 2nd "	0.02 0.05	0.12 0.09	0.06 0.06	0.07 0.08	0.07 0.09	0.10 0.10	0.05 0.10	0.04 0.10	0.19 0.05	0.10 0.03		
157a	Printing, stationery and tickets	{ 1st half 2nd "	0.19 0.19	0.35 0.59	0.36 0.38	0.31 0.36	0.23 0.32	0.68 0.49	0.28 0.15	0.17 0.18	0.14 0.34	0.35 0.25		
158a	Charges for delivery and collection of goods, etc.	{ 1st half 2nd "	... ...	... ...	0.02 0.02	0.01 0.01	0.01 0.01	0.02 0.01	... ...	... ...	0.02 0.01	... ...	
159a	Miscellaneous expenses	{ 1st half 2nd "	... 0.02	0.02 0.03	0.04 0.07	0.02 0.02	0.02 0.01	0.06 0.05	0.01 0.03	0.01 0.01	0.01 0.01	0.01 0.01		
160a	Payments to other lines	{ 1st half 2nd "	1.07 1.05	0.14 0.13	... ...	0.08 0.07	0.08 0.07	0.05 0.05	0.30 0.41	0.04 0.03	0.20 0.27	... ...	
161a	Other charges (net)	{ 1st half 2nd "	0.04 0.01	0.01 0.01	0.01 0.01	0.01 0.01	0.02 0.05	0.07 0.05	0.01 0.01	0.03 0.03	0.04 0.02	... 0.01		
162a	Total traffic expenses	{ 1st half 2nd "	5.74 5.94	6.91 6.96	10.48 11.17	6.22 6.72	5.61 5.53	5.33 5.10	3.91 4.41	4.41 4.71	5.73 5.40	4.83 5.65		
PER CENT. ON TRAFFIC EARNINGS. (Abstracts II and I of Revenue Accounts.)														
152b	General superintendence (including office expenses)	{ 1st half 2nd "	1.28 1.55	0.86 1.16	2.41 1.63	1.10 1.26	0.78 1.01	1.25 1.40	0.76 0.88	0.86 0.87	1.45 1.74	2.35 2.04		
153b	Station staff	{ 1st half 2nd "	3.17 3.73	3.17 3.80	11.75 9.88	3.73 4.47	3.60 3.80	3.21 3.60	2.36 2.86	3.70 4.68	5.04 5.61	6.98 7.86		
154b	Train staff	{ 1st half 2nd "	0.90 1.51	0.82 1.02	2.12 1.52	1.59 1.72	1.84 2.30	1.04 1.24	0.94 1.08	1.46 1.52	1.73 1.88	1.86 1.60		
155b	Fuel, lighting, water and general stores	{ 1st half 2nd "	0.83 0.83	0.90 1.02	2.18 1.28	1.06 0.95	0.97 1.39	0.79 0.76	0.60 0.68	0.96 1.04	1.11 1.11	1.18 1.12		
156b	Clothing	{ 1st half 2nd "	0.03 0.03	0.11 0.11	0.10 0.08	0.09 0.11	0.10 0.12	0.15 0.14	0.08 0.15	0.07 0.17	0.38 0.10	0.28 0.11		
157b	Printing, stationery and tickets	{ 1st half 2nd "	0.26 0.32	0.32 0.67	0.07 0.51	0.41 0.49	0.31 0.54	0.98 0.79	0.40 0.23	0.23 0.31	0.29 0.75	0.69 0.59		
158b	Charges for delivery and collection of goods, etc.	{ 1st half 2nd "	0.01 0.01	... ...	0.04 0.02	0.01 0.01	0.02 0.02	0.03 0.02	... ...	0.01 0.01	0.03 0.03	... ...	
159b	Miscellaneous expenses	{ 1st half 2nd "	0.01 0.02	0.02 0.04	0.06 0.08	0.02 0.02	0.03 0.03	0.09 0.10	0.01 0.03	0.01 0.01	0.01 0.01	0.03 0.04		
160b	Payments to other lines	{ 1st half 2nd "	1.49 1.74	0.14 0.15	... ...	0.10 0.10	0.11 0.12	0.07 0.09	0.43 0.61	0.07 0.03	0.39 0.60	... ...	
161b	Other charges (net)	{ 1st half 2nd "	0.01 0.01	0.01 0.01	0.03 0.02	0.02 0.02	0.02 0.03	0.10 0.08	0.01 0.01	0.05 0.05	0.08 0.05	... 0.01		
162b	Total traffic expenses	{ 1st half 2nd "	7.99 9.80	6.55 7.98	19.38 15.02	8.13 9.15	7.21 9.36	7.71 8.22	5.59 6.53	7.48 8.12	10.51 11.88	13.37 13.39		
General superintendence per cent. on traffic earnings (including steamboat)			{ 1st half 2nd "	1.28 1.55	0.86 1.16	2.41 1.63	1.10 1.26	0.78 1.01	1.25 1.40	0.76 0.88	0.86 0.87	1.45 1.74	2.35 2.04	

DIX 18—contd.

system during each half-year of 1906—contd.

o not prepare these statistics.

3' 3 1/2"										2' 6"				Gauges.		Serial number.
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) & (c)	8 (c)	18 (a) to (c)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (b)	30 (a)	9 (h) & (i)	1 (e)	Number.	
Bengal and North-Western.	Bhavnagar-Gondal-Juni-gad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkhand and Kumaon.	South Indian.	South-eastern Maharashtra.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Kharak-Kohat-Thal and Nowshera-Durgai.	Raipur-Dham-tari.	Calendar year 1906 by half-years.	
EXPENSES.																
0.58 0.80	0.87 0.89	0.86 0.81	1.09 1.02	0.83 0.79	0.58 0.60	0.50 0.59	0.70 0.76	0.78 0.69	0.52 0.19	1.75 1.65	1.26 1.19	1.58 1.62	0.19 0.48	...	1st half 2nd "	152a
1.69 1.54	2.12 2.22	2.14 2.12	3.03 3.36	1.55 1.87	1.17 1.07	1.84 1.92	1.65 1.77	1.78 1.72	1.38 1.53	2.13 2.06	1.94 1.91	3.20 3.28	1.45 1.31	1.67 1.27	1st half 2nd "	153a
0.14 0.44	0.42 0.48	0.70 0.72	0.76 0.79	0.61 0.73	0.22 0.22	0.48 0.51	0.34 0.38	0.45 0.42	0.40 0.53	0.75 0.31	0.70 0.95	1.12 0.71	0.54 0.56	0.37 0.54	1st half 2nd "	154a
0.50 0.47	0.72 0.58	0.47 0.57	0.70 0.84	0.42 0.47	0.42 0.46	0.52 0.52	0.55 0.60	0.47 0.43	0.28 0.30	0.38 0.17	0.53 0.42	0.30 0.41	0.57 0.61	0.03 0.03	1st half 2nd "	155a
0.06 0.05	0.09 ...	0.07 0.12	0.04 0.05	0.05 0.13	0.02 0.05	0.07 0.05	0.06 0.06	0.14 0.05	0.09 0.03	0.07 0.04	0.03 0.05	0.18 0.02	0.12 0.05	...	1st half 2nd "	156a
0.23 0.19	0.48 0.59	0.39 0.21	0.75 0.52	0.24 0.20	0.13 0.22	0.30 0.34	0.47 0.86	0.27 0.23	0.30 0.26	0.63 0.36	0.11 0.17	0.43 0.13	0.17 0.18	0.03 0.03	1st half 2nd "	157a
...	...	0.03 0.02	...	...	...	...	...	...	...	...	...	0.10 0.09	...	...	1st half 2nd "	158a
0.03 0.05	0.02 0.03	0.02 0.03	0.01 0.01	0.02 0.02	...	0.01 0.02	0.03 0.03	0.01 0.01	0.02 0.03	0.03 0.04	0.01 0.01	0.04 4.56	0.01 ...	0.01 0.01	1st half 2nd "	159a
0.10 0.07	0.24 0.25	...	...	0.24 0.48	0.24 0.45	0.08 0.08	0.22 0.26	0.07 0.07	0.17 0.21	0.37 3.36	0.05 0.57	0.24 0.15	...	...	1st half 2nd "	160a
-0.07 0.08	0.01 0.01	0.03 0.02	0.09 0.07	0.01 0.01	...	...	...	...	0.03 0.03	...	0.02 0.03	0.01 0.01	0.03 0.03	0.01 0.01	1st half 2nd "	161a
3.56 3.49	4.97 5.10	4.71 4.62	6.07 6.46	3.77 4.70	2.78 3.07	3.80 4.01	4.42 4.22	3.97 3.62	3.18 3.51	5.61 4.99	5.30 4.83	7.39 11.18	3.28 3.22	2.11 1.89	1st half 2nd "	162a
1.25 1.49	1.40 1.56	1.61 1.90	1.94 1.64	1.15 1.74	1.09 1.33	0.87 1.18	1.37 1.08	1.53 1.49	1.26 1.55	2.18 2.08	2.02 3.02	1.89 1.89	3.24 3.18	...	1st half 2nd "	152b
3.63 3.81	3.39 4.07	3.99 4.96	5.36 5.39	2.85 4.11	2.21 2.10	3.17 3.84	3.22 3.95	3.48 3.70	3.31 4.02	2.65 3.33	4.50 5.00	3.84 3.72	9.67 8.75	4.69 5.18	1st half 2nd "	153b
0.95 1.08	0.66 0.85	1.31 1.69	1.34 1.27	1.13 1.60	0.41 0.50	0.82 1.03	0.60 0.85	0.88 0.91	1.18 1.41	0.32 0.49	1.89 2.87	1.25 0.83	3.63 3.77	1.08 2.22	1st half 2nd "	154b
1.07 1.15	1.15 0.92	0.88 1.33	1.24 1.35	0.78 1.04	0.80 1.03	0.90 1.08	1.08 1.34	0.92 0.93	0.68 0.78	0.47 0.28	1.25 1.29	0.36 0.48	3.80 4.05	0.11	1st half 2nd "	155b
0.13 0.13	0.15 ...	0.14 0.28	0.07 0.09	0.09 0.20	0.04 0.11	0.11 0.11	0.12 0.13	0.20 0.11	0.22 0.09	0.08 0.07	0.08 0.24	0.22 0.02	0.84 0.36	...	1st half 2nd "	156b
0.49 0.48	0.77 1.03	0.74 0.49	0.62 0.51	0.44 0.43	0.24 0.49	0.53 0.68	0.98 0.79	0.52 0.50	0.49 0.70	0.79 0.58	0.26 0.51	0.76 0.71	1.14 1.19	0.09 0.12	1st half 2nd "	157b
...	...	0.04 0.04	...	...	...	...	...	...	...	...	...	0.12 0.10	...	...	1st half 2nd "	158b
0.07 0.12	0.04 0.05	0.04 0.07	0.02 0.04	0.03 0.04	...	0.02 0.04	0.06 0.06	0.02 0.02	0.05 0.07	0.04 0.06	0.03 0.02	0.03 5.92	0.04 0.04	0.04 0.04	1st half 2nd "	159b
0.21 0.18	0.39 0.43	...	...	0.41 1.06	0.45 1.03	0.14 0.15	0.43 0.58	0.15 0.15	0.40 0.56	0.46 0.59	1.52 1.73	0.28 0.17	...	...	1st half 2nd "	160b
-0.14 0.19	0.01 0.02	0.04 0.05	0.14 0.11	0.01 0.08	...	0.01 0.01	0.01 0.01	...	0.07 0.07	...	0.05 0.11	0.01 0.01	0.21 0.17	0.07 0.03	1st half 2nd "	161b
7.86 8.61	7.96 8.93	8.79 10.81	10.73 10.38	6.92 10.33	5.24 6.88	6.57 8.07	7.88 9.30	7.76 7.81	7.66 9.25	6.99 8.18	12.34 16.10	8.80 13.37	22.77 21.51	5.93 7.75	1st half 2nd "	162b
1.16 1.40	1.40 1.46	1.81 1.89	1.80 1.49	1.15 1.74	1.09 1.23	0.87 1.18	1.37 1.68	1.53 1.49	1.26 1.55	2.18 2.08	2.02 3.02	1.89 1.89	3.24 3.18	...	1st half 2nd "	

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE										
		Number	1 (a)	2 (a) to (f)	3 (a)	4 (a) to (f)	5 (a) to (f)	6 (a) to (d)	8 (a) & (b)	9 (a) to (g)	10 (a) & (h)	11 (a)
		Calendar year 1906 by half-years.	Bengal-Nagpur	Bombay-Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Ondh and Rohilkhand.	Assam-Bengal.
	PER TOTAL TRAIN-MILE.											
163a	Home expenditure	1st half 0.67 2nd " 0.78	0.67 0.68	0.12 ...	0.35 0.41	0.36 0.40	0.39 0.39	0.49 0.63	0.10 ...	0.09 ...	1.50 1.36	
164a	Agent's office—salaries and expenses	1st half 0.29 2nd " 0.28	0.23 0.25	0.33 0.31	0.14 0.11	0.21 0.16	0.38 0.41	0.25 0.28	0.14 0.13	0.20 0.23	0.67 0.55	
165a	Audit, accounts and pay office	1st half 0.70 2nd " 0.70	0.84 0.92	0.83 0.82	0.46 0.49	0.54 0.59	0.72 0.69	1.07 1.19	0.38 0.42	0.62 0.67	1.12 1.02	
166a	Stores Department	1st half 0.19 2nd " 0.20	0.34 0.35	0.27 0.26	0.15 0.18	0.17 0.19	0.11 0.11	0.19 0.21	0.11 0.11	0.16 0.21	0.44 0.41	
167a	Medical	1st half 0.22 2nd " 0.25	0.21 0.23	0.18 0.19	0.16 0.17	0.10 0.12	0.16 0.16	0.16 0.18	0.10 0.10	0.10 0.11	0.42 0.34	
168a	Rents and miscellaneous	1st half 0.25 2nd " 0.24	0.31 0.30	0.26 0.18	0.22 0.28	0.12 0.13	0.18 0.17	0.30 0.28	0.13 0.13	0.21 0.21	0.15 0.14	
169a	Police	1st half 0.20 2nd " 0.22	0.43 0.14	0.17 0.22	0.24 0.25	0.32 0.24	0.34 0.35	0.16 0.33	0.11 0.12	0.14 0.16	0.25 0.31	
170a	Advertising	1st half 0.02 2nd " 0.06	0.01 0.01	0.04 0.04	0.01 0.01	...	0.02 0.03	...	0.01 0.01	0.01 0.01	...	
171a	Electric telegraph	1st half 0.85 2nd " 0.97	1.18 1.27	0.91 0.86	0.76 0.78	0.72 0.76	0.81 0.91	0.54 0.61	0.64 0.66	0.60 0.74	1.16 1.12	
172a	Other charges (net)	1st half 0.01 2nd " ...	...	0.02 0.01	0.02 0.02	0.02 0.03	0.21 0.20	...	...	...	0.01
173a	Total general charges	1st half 3.40 2nd " 3.79	4.26 4.44	3.13 3.09	2.51 2.75	2.46 2.61	3.40 3.42	3.46 3.33	1.70 1.70	2.24 2.35	5.78 5.29	
	PER CENT ON TOTAL EARNINGS.											
163b	Home expenditure	1st half 0.91 2nd " 1.23	0.63 0.77	0.21 ...	0.15 0.55	0.59 0.67	0.55 0.62	0.67 0.89	0.17 ...	0.17 ...	4.00 3.01	
164b	Agent's office—salaries and expenses	1st half 0.39 2nd " 0.45	0.21 0.28	0.55 0.43	0.18 0.20	0.20 0.26	0.55 0.64	0.34 0.39	0.22 0.22	0.37 0.47	1.71 1.20	
165b	Audit, accounts and pay office	1st half 0.94 2nd " 1.11	0.83 1.04	1.41 1.12	0.59 0.66	0.77 0.98	1.01 1.07	1.47 1.67	0.64 0.71	1.15 1.37	2.87 2.25	
166b	Stores Department	1st half 0.25 2nd " 0.32	0.32 0.40	0.45 0.35	0.20 0.21	0.21 0.32	0.15 0.17	0.36 0.20	0.18 0.19	0.29 0.42	1.12 0.89	
167b	Medical	1st half 0.29 2nd " 0.41	0.20 0.25	0.31 0.25	0.21 0.22	0.15 0.19	0.23 0.25	0.22 0.26	0.17 0.16	0.19 0.23	1.07 0.76	
168b	Rents and miscellaneous	1st half 0.34 2nd " 0.39	0.29 0.34	0.43 0.32	0.28 0.38	0.17 0.22	0.25 0.26	0.41 0.38	0.22 0.22	0.40 0.43	0.40 0.31	
169b	Police	1st half 0.24 2nd " 0.33	0.41 0.50	0.29 0.30	0.31 0.34	0.31 0.41	0.48 0.54	0.63 0.75	0.21 0.21	0.39 0.32	0.64 0.69	
170b	Advertising	1st half 0.02 2nd " 0.09	...	0.06 0.01	0.01 0.01	0.01 0.01	0.03 0.04	0.01 0.03	0.02 0.02	0.01 0.02	0.01 0.09	
171b	Electric telegraph	1st half 1.15 2nd " 1.54	1.11 1.41	1.52 1.19	0.98 1.05	1.03 1.26	1.25 1.42	0.74 0.85	1.07 1.11	1.22 1.49	2.96 2.48	
172b	Other charges (net)	1st half 0.01 2nd " ...	...	0.02 0.01	0.03 0.02	0.02 0.03	0.30 0.31	0.01 ...	...	...	0.03
173b	Total general charges	1st half 4.58 2nd " 5.87	4.00 5.01	5.25 4.22	3.23 3.68	3.50 4.35	4.80 5.92	4.76 5.50	2.87 2.88	4.13 4.76	14.81 11.68	
	PER CENT ON GROSS EARNINGS.											
174	Law charges	1st half 0.02 2nd " 0.02	0.01 0.03	0.08 0.04	0.03 0.04	0.04 0.02	0.10 0.06	0.05 0.02	...	...	0.16 0.10
175	Compensation	1st half 0.13 2nd " 0.16	0.19 0.29	1.11 0.45	0.07 0.11	0.14 0.20	0.11 0.21	0.02 0.02	0.17 0.25	0.10 0.15	0.11 0.69	
176	Rates and taxes	1st half 0.15 2nd " 0.22	0.11 0.12	0.22 0.14	0.14 0.14	0.11 0.21	0.16 0.23	...	0.11 0.06	0.06 0.06	0.18 0.12	
177	Payments to other lines	1st half 1.35 2nd " 1.91	0.31 0.19	0.24 0.72	0.90 0.81	0.54 0.85	0.28 0.95	0.08 0.88	0.21 0.14	1.63 1.71	0.53 1.18	
178	Other charges (net)	1st half 1.17 2nd " 1.51	0.60 1.11	0.92 0.93	0.27 0.26	0.06 1.26	1.29 1.23	1.31 1.20	0.87 0.85	1.18 1.19	4.23 5.06	
179	Total special and miscellaneous expenses	1st half 2.82 2nd " 3.84	1.42 1.74	2.47 2.28	1.41 1.36	1.79 2.50	1.94 2.68	1.46 1.87	1.86 1.93	2.92 3.18	5.21 7.10	
	TABLE E.—GENERAL.											
	TABLE G.—SPECIAL AND MISCEL.											

DIX 18—contd.

system during each half-year of 1906—contd.

do not prepare these statistics.

3' 3 1/2"											2' 6"				GAUGE.		Serial number.
12 (a) & (b)	14 (a) to (d)	15 (a)	(b) and (c)	8 (c)	14 (a) to (c)	2 (g to m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (b)	30 (a)	9 h) & (i)	1 (e)	Number.		
Bengal and North-Western.	Buwalda and Goudal.	Barma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Maharashtra.	Udajpur-Chitor.	Jubbulpore-Gondia extension.	Kalaka-Simla.	Khushalnagar-Kohat and Nowshera Dargal.	Raipur-Dhamtari.	Calendar year 1906 by half-years.		
CHARGES.																	
0.48	0.11	0.65		0.59	...	0.37	0.95	0.79	0.58	...	1.87	2.39	0.10	1.78	1st half		
0.48	0.14	0.73		0.85	...	0.39	0.98	0.76	0.65	...	2.00	1.68	...	1.19	2nd "		
0.13	0.62	0.23		0.30	0.19	0.12	0.21	0.26	0.1	1.39	...	1.61	0.14	...	1st half		
0.15	0.74	0.24		0.37	0.29	0.14	0.25	0.25	0.29	1.44	...	1.57	0.13	...	2nd "		
0.60	1.20	0.58		1.31	0.14	0.19	0.67	0.73	0.39	1.32	0.09	2.16	0.58	0.10	1st half		
0.63	1.45	0.59		1.61	0.45	0.53	0.86	0.71	0.66	1.12	0.09	2.31	0.41	0.20	2nd "		
0.08	0.29	0.19		0.23	0.09	0.18	0.13	0.20	0.17	0.13	...	0.2	0.11	...	1st half		
0.10	0.31	0.19		0.28	0.10	0.10	0.7	0.19	0.19	0.13	...	0.1	0.11	...	2nd "		
0.09	0.36	0.11		0.28	0.06	0.12	0.09	0.24	0.14	0.23	0.2	0.60	0.09	...	1st half		
0.09	0.52	0.21		0.35	0.08	0.13	0.11	0.1	0.17	0.24	0.20	0.41	0.10	...	2nd "		
0.10	0.24	0.17		0.31	0.11	0.17	0.31	0.19	0.13	0.35	0.07	0.4	0.12	0.04	1st half		
0.11	0.35	0.6		0.39	0.12	0.18	0.31	0.15	0.17	0.21	0.03	0.45	0.3	...	2nd "		
0.23	0.84	0.37		0.43	0.08	0.24	0.32	0.23	0.12	...	0.11	0.38	0.15	0.30	1st half		
0.21	1.09	0.40		0.57	0.09	0.26	0.36	0.26	0.16	...	0.11	0.46	0.35	0.43	2nd "		
0.01	0.01	0.01		0.01	...	...	0.02	0.01	0.01	...	...	0.05	0.01	...	1st half
0.01	...	0.02		0.03	...	0.01	0.03	0.02	0.02	...	...	0.05	0.01	...	2nd "
0.18	1.03	0.67		0.60	0.70	0.66	0.52	0.62	0.7	0.92	1.31	0.52	0.61	0.59	1st half		
0.61	1.22	0.70		-0.76	0.71	0.74	0.78	0.65	0.84	0.93	1.29	0.61	0.56	0.47	2nd "		
-0.07	0.01	0.02		0.01	...	...	...	0.02	...	...	...	...	...	...	1st half
-0.04	-0.01	0.03		0.01	...	...	...	...	0.01	...	...	...	0.01	...	2nd "
2.22	4.71	3.10		4.07	1.67	2.35	3.28	3.31	3.03	4.34	3.69	9.19	1.98	2.30	1st half		
2.34	5.79	3.27		5.22	1.84	2.58	3.87	3.10	3.36	4.06	3.72	8.27	1.82	2.29	2nd "		
0.94	0.18	1.20		1.06	...	0.63	1.77	1.52	1.26	...	4.23	2.82	0.66	3.26	1st half		
1.04	0.24	1.67		1.80	...	0.77	2.03	1.62	1.68	...	5.97	2.28	...	4.80	2nd "		
0.26	0.99	0.43		0.53	0.35	0.21	0.44	0.10	0.57	1.70	...	1.94	0.89	...	1st half		
0.34	1.23	0.54		0.60	0.63	0.28	0.52	0.54	0.76	2.28	...	1.87	0.87	...	2nd "		
1.17	1.89	1.06		2.34	0.81	0.88	1.24	1.13	1.10	1.86	0.20	3.12	2.31	0.52	1st half		
1.33	2.17	1.85		3.12	0.99	1.04	1.78	1.50	1.71	1.78	0.26	2.67	2.73	0.71	2nd "		
0.15	0.15	0.35		0.41	0.17	0.32	0.24	0.18	0.16	0.16	...	0.16	0.70	...	1st half		
0.20	0.27	0.43		0.60	0.23	0.10	0.35	0.40	0.48	0.20	...	0.22	0.74	...	2nd "		
0.19	0.56	0.37		0.70	0.11	0.20	0.17	0.46	0.34	0.27	0.57	0.70	0.69	...	1st half		
0.20	0.87	0.43		0.75	0.18	0.26	0.24	0.45	0.44	0.38	0.59	0.47	0.62	...	2nd "		
0.19	0.88	0.32		0.56	0.20	0.29	0.54	0.37	0.33	0.43	0.16	0.64	0.80	0.12	1st half		
0.24	0.64	0.36		0.83	0.27	0.34	0.70	0.31	0.43	0.43	0.10	0.52	0.86	...	2nd "		
0.43	1.32	0.69		0.77	0.11	0.40	0.61	0.45	1.00	...	0.24	0.45	2.99	0.82	1st half		
0.46	1.68	0.91		1.21	0.19	0.50	0.75	0.55	0.94	...	0.31	0.41	2.29	1.71	2nd "		
0.01	0.01	0.02		0.02	0.01	...	0.04	0.02	0.02	...	...	0.04	0.06	...	1st half
0.02	0.01	0.03		0.05	...	0.01	0.08	0.03	0.01	...	...	0.01	0.09	...	2nd "
1.14	1.61	1.23		1.08	1.28	1.12	0.96	1.19	1.79	1.13	2.06	0.97	4.13	1.64	1st half		
1.31	2.06	1.59		1.61	1.55	1.44	1.61	1.38	2.19	1.48	3.86	0.64	3.67	1.94	2nd "		
-0.14	0.01	0.04		0.09	...	...	...	0.03	0.01	...	...	...	-0.26	...	1st half
-0.09	-0.01	0.07		0.03	...	...	...	0.01	0.02	...	...	...	0.14	...	2nd "
4.34	7.40	5.69		7.29	3.07	4.00	6.11	6.35	7.20	5.84	8.36	10.84	13.07	6.36	1st half		
5.05	9.81	7.44		11.10	4.04	5.04	8.06	8.79	8.69	6.44	11.12	9.53	12.01	9.32	2nd "		
LANEWAYS EXPENSES.																	
0.02	...	0.04		0.01	...	...	0.01	...	...	...	...	0.08	...	...	1st half
0.02	0.08	0.02		...	...	0.03	0.12	...	0.01	...	...	0.08	...	...	2nd "
0.05	0.01	0.11		0.01	0.16	0.20	0.05	0.03	0.07	0.02	0.01	0.06	0.13	...	1st half		
0.04	0.03	0.13		0.02	0.16	0.30	0.15	0.01	0.10	...	0.03	0.10	0.13	...	2nd "		
0.03	...	0.57		0.01	...	0.11	0.13	0.08	0.08	...	...	0.06	...	...	1st half
0.04	...	0.08		0.51	...	0.12	0.04	0.22	0.08	...	0.01	0.01	...	...	2nd "
0.50	0.09	...		0.16	1.36	0.31	...	0.13	0.14	1.04	0.04	...	...	...	1st half
1.13	0.13	...		0.25	1.86	0.19	-0.03	0.23	0.24	0.17	0.18	...	...	...	2nd "
0.23	0.91	1.80		0.75	0.41	0.80	1.23	0.68	1.67	0.25	1.41	-0.67	3.68	0.60	1st half		
0.28	1.51	1.11		1.41	0.46	1.11	3.38	0.69	1.47	0.45	1.95	0.52	3.35	0.81	2nd "		
0.83	1.01	2.03		0.94	1.93	1.42	1.29	0.92	1.96	1.31	1.49	0.43	3.80	0.60	1st half		
1.59	1.79	1.33		2.19	2.48	1.75	3.67	1.17	1.90	1.62	2.17	1.01	4.48	0.81	2nd "		

Analysis of working of each railway

EXTRACT FROM TABLES PRINTED

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.										
		Number	5' 6"									
			1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	8 (a) & (b)	9 (a) to (g)	10 (a) & (b)	11 (a)
		Calcutta year 1906 by half years.	Bengal Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oriss and Rohilkhand.	Assam-Bengal.
FROM APPENDIX I												
180	Average number of locomotives on the line No.	1st half	290	214	192	912	854	266	59	758	210	77
		2nd "	291	217	198	920	870	276	59	813	198	87
181	Average mileage run per locomotive per annum Miles	1st half	69,531	59,871	61,111	70,971	61,311	62,751	65,151	73,321	81,231	70,091
		2nd "	68,851	59,551	72,611	67,161	53,771	60,111	57,331	72,411	82,231	71,131
182	lbs. coal per engine mile (coal burning engines) — Coaching lbs.	1st half		46.91						41.04		
		2nd "		48.15						39.25		
183	Goods "	1st half	55.68	16.58	15.17	51.66	50.00	50.32	52.58	48.88	48.69	35.17
		2nd "	54.16	14.81	16.64	50.17	50.01	50.85	50.91	18.17	45.27	40.61
184	Mixed "	1st half		51.01						18.79		
		2nd "		51.17						48.50		
185	lbs. wood per engine mile (wood burning engines) — Coaching lbs.	1st half	...	...	...	...	...	...	...	...	...	...
		2nd "	...	...	...	...	...	...	...	...	...	...
186	Goods "	1st half	...	...	...	...	...	...	...	...	...	...
		2nd "	...	...	...	...	...	...	...	...	...	...
187	Mixed "	1st half	...	...	...	...	...	...	...	...	...	...
		2nd "	...	...	...	...	...	...	...	...	...	...
188	Average gross weight of trains Tons	1st half	19,240	178,90	213,69	225,27	181,12	162,33	118,24	244,86	184,77	119,54
		2nd "	2,325	178,19	227,10	238,22	175,53	149,08	126,11	241,93	175,09	137,10
189	Goods	1st half	4,431	64,71	232,82	561,62	37,11	241,35	338,46	316,72	332,59	163,18
		2nd "	3,951	59,57	256,5	561,17	352,11	211,44	328,37	315,59	318,01	218,46
190	Mixed	1st half	353,14	212,10	190,78	209,62	...	331,75	288,78	219,81	208,42	123,27
		2nd "	332,58	199,74	138,68	291,53	...	352,28	278,03	264,63	206,07	167,92
191	Average through speed of trains Mts. per hour	1st half	28.96	22.96	19.07	12.00	23.46	21.85	22.68	20.04	28.82	...
		2nd "	29.21	22.90	19.17	27.01	23.25	21.28	22.73	20.61	28.89	...
192	Goods	1st half	11.68	10.78	15.00	12.00	11.49	11.40	9.50	11.11	10.64	...
		2nd "	11.93	10.11	15.00	16.00	10.27	11.42	10.66	11.00	10.38	...
193	Mixed	1st half	17.38	15.78	14.30	18.00	15.98	10.93	11.55	14.06	16.21	13.12
		2nd "	17.63	16.53	14.30	17.10	15.75	10.85	14.05	14.30	17.74	13.12
FROM APPENDIX II												
194	Average mileage per annum of coaching vehicles, including trucks Miles	1st half	106,256	96,649	79,759	3,8,630	286,818	94,117	16,232	345,364	112,063	83,550
		2nd "	112,926	98,829	79,474	3,23,468	293,822	95,326	13,793	366,769	109,086	86,272
195	Goods ditto ditto	1st half	296,707	180,115	78,125	1,083,816	663,577	206,690	53,236	652,525	156,882	46,641
		2nd "	257,412	134,295	98,910	1,040,061	515,890	191,011	40,965	640,138	180,182	56,285
FROM APPENDIX V.												
196	Average age of sleepers — Wood Years	1st half	6.66	9.78	8.00	9.67	...	5.69	...	8.11	11.89	...
		2nd "	...	9.84	8.00	8.83	...	5.90	...	8.29	12.29	...
197	Iron "	1st half	10.66	13.91	11.50	9.51	...	32.98	...	12.08	14.95	...
		2nd "	...	14.35	11.50	...	...	33.22	...	12.38	15.88	...
198	Percentage of renewals — Wood Per cent.	1st half	2.08	3.76	4.28	2.71	5.66	2.24	...	2.68	0.25	3.10
		2nd "	...	3.79	3.04	3.03	4.86	4.50	...	2.73	0.31	8.53
199	Iron "	1st half	0.39	0.52	0.24	3.26	1.08	0.33	...	5.45	4.57	...
		2nd "	...	0.41	0.74	2.28	1.20	0.21	...	3.92	1.01	...

DIX 18—concluded.

system during each half-year of 1906—conold.

AS APPENDICES TO THE ANALYSIS.

do not prepare these statistics.

3' 31"											2' 6"				GAUGE.		Serial number.
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) and (c)	8 (c)	18 (a) to (c)	2 (a) to (a)	29 (a) & (b)	21 (a) to (f)	22 (a) to (f)	23 (a)	1 (b)	3 (c)	9 (b) & (i)	1 (e)	Number		
Bengal and North-Western.	Bhavana-gar-tion dal-jung-dar-Porhan-dar.	Burma.	Eastern Bengal.	Hydra-bad-to-davari Valley.	Jodh-pur-Bikaner.	Raj-pu-tana-Mulwa.	Rohil-kand and Kumaon.	South Indian.	South-ern Mah-aratta.	Udai-pur-Chitor.	Jabal-pore-Gondia extension.	Balkhama.	Khu-hal-goria-Kohat-Thal and Nowshera-Dargui.	Raj-pur-Dismant.	Colond-r year 1906 by half-years.		
235	29	247	152	50	48	448	44	235	237	3	20	24	27	4	1st half	180	
265	20	252	110	50	51	443	42	244	237	3	21	15	26	4	2nd "		
71.43	72.05	69.59	58.21	63.81	81.87	55.92	62.76	58.61	66.56	165.27	51.90	17.18	47.50	43.75	1st half	191	
62.46	61.57	68.43	64.49	50.00	73.16	15.51	61.09	57.62	59.25	...	52.45	32.06	55.76	43.59	2nd "		
33.81	31.96	37.03	37.34	36.63	40.17	36.65	...	29.04	32.10	32.92	48.21	65.43	15.14	25.24	1st half	182	
				34.35											2nd "		
				35.32											1st half	183	
				33.71											2nd "		
32.91	28.10	34.8	33.14	33.16	36.59	32.96	...	29.75	32.77	29.85	47.23	30.05	14.01	24.65	1st half	184	
				33.09											2nd "		
...	1st half	185	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2nd "
...	30.00	...	31.72	1st half	186	
...	...	...	...	...	...	...	31.91	...	32.61	...	...	...	...	...	2nd "
...	1st half	187	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2nd "
173.78	91.71	112.93	114.53	*1.81	123.07	118.93	...	95.37	81.56	4.31	22.56	...	1st half	188	
170.97	101.97	147.41	142.0	*47.03	91.69	112.36	...	87.69	7.13	...	...	50.0	10.63	...	2nd "
200.15	189.98	189.03	156.63	156.29	80.35	210.01	...	106.63	157.25	...	110.26	23.09	23.65	99.4	1st half	189	
196.63	198.91	179.16	211.22	111.12	107.15	257.47	...	108.63	173.8	...	136.42	50.10	18.26	59.84	2nd "		
186.88	116.79	177.21	154.21	153.85	111.41	126.23	...	162.35	164.2	182.9	176.32	...	33.62	81.77	1st half	190	
178.18	131.49	176.52	159.41	142.20	106.83	131.05	...	103.29	156.05	155.87	110.25	...	48.78	67.62	2nd "		
17.00	20.63	18.75	19.25	17.27	...	18.99	18.05	10.00	1st half	191	
17.00	20.65	18.75	19.25	...	...	17.65	...	18.10	18.09	18.15	...	10.00	...	...	2nd "
9.50	11.26	10.00	11.16	11.01	13.92	9.43	9.61	9.50	7.27	...	9.69	10.00	8.72	...	1st half	192	
9.50	11.26	9.71	11.16	11.01	10.71	9.61	9.99	9.50	7.36	...	9.69	10.00	8.83	...	2nd "		
12.20	13.62	12.85	15.00	13.05	10.72	14.41	13.55	12.00	12.35	14.76	11.33	...	9.71	10.27	1st half	193	
12.30	13.62	13.13	15.00	13.12	13.92	14.38	13.33	12.00	12.32	14.76	11.33	...	9.68	10.21	2nd "		
117,591	22,539	116,897	68,223	15,864	32,161	203,199	20,702	129,207	98,188	2,492	9,112	1,680	4,950	874	1st half	194	
143,562	22,337	117,681	70,467	15,241	33,872	119,460	22,563	139,630	94,979	2,177	5,119	1,723	5,823	781	2nd "		
220,075	23,191	211,387	85,845	37,004	50,685	423,013	27,160	133,432	103,374	1,547	11,531	1,780	5,365	1,509	1st half	195	
219,301	18,651	199,911	81,797	27,816	41,377	341,584	21,155	141,591	160,581	1,018	6,573	1,679	5,281	1,341	2nd "		
8.86	12.97	11.58	11.00	8.00	10.79	12.64	11.0	...	2.45	...	4.17	6.27	1st half	196	
9.48	13.16	11.74	10.50	...	12.50	8.50	10.85	12.78	11.09	...	...	...	4.59	...	2nd "
...	15.96	10.31	14.50	...	13.09	10.50	...	16.91	18.00	3.87	...	1st half	197	
...	16.45	10.85	14.00	...	...	20.00	...	17.11	18.50	...	...	...	4.22	...	2nd "
...	4.51	3.35	3.45	3.41	...	4.83	2.49	0.31	1.62	1st half	198	
1.70	2.38	2.44	2.71	...	0.09	3.26	3.83	2.16	3.22	...	...	...	0.36	...	2nd "
...	0.17	...	0.58	...	0.12	0.15	1.28	4.47	...	1st half	199	
...	0.05	...	0.47	...	...	0.21	...	0.06	2.39	...	...	...	...	...	2nd "

* Of local trains only.

Rolling-stock under different heads on each

GAUGE.		5' 6"										3' 3 1/4"									
NUMBER.	1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	8 (a) & (b)	9 (a) to (g)	10 (a) & (b)	11	12 (a) & (b)	13 (a) & (b)	14 (a) to (d)	(a)	16	17 (a) & (b)	3 (b) & (c)	8 (c)	18 (a) to (c)		
Railway.	B. N.	B. B. & C. I.	E. B. S.	E. I.	G. I. P. & I. M.	M.	N. G. S.	N. W.	O. & R.	A. B.	B. & N. W.	B. D.	B. G. J. P.	B.	D.	D. S.	E. B. S. M.	H. G. V.	J. B.		
Engines.																					
1	Engines {	Passenger ...	77	88	71	158	803	54	5	820	65	87	45	10	37	23	2	26	68	55	
		Goods and mixed ...	214	122	129	788		218	56		140		226		37			231			82
2	TOTAL ENGINES		291	220	100	946	862	272	61	820	215	87	271	10	37	250	2	26	110	48	
Coaching vehicles.																					
3	Saloons, Royal and State		...	...	...	4	...	2	14	8	...	4	3	...	2	...	...	3	3	3
4	Saloons, ordinary		3	13	18	...	...	...	...	...	...	13	4	2	9	...	...	18	...	1
5	Reserved carriages		16	9	2	43	7	12	6	65	23	...	4	...	7	30	...	...	8	...
6	Inspection carriages		1	...	...	...	1	9	...	...	1	8	...	1	...	...	...	...	...	5
7	Family carriages		...	...	...	...	8	4	2	...	2	...	...	...	5	1	...	...	...	...
8	First class carriages {	4-wheeled	26	2	15	87	92	38	...	82	40	1	40	...	8	27	...	...	14	8
		Bogie	...	1	...	2	6	...	9	...	...	...	2	...	...	...	...	...	4	...
9	Dining cars		1	...	...	2	12	...	...	1	3	3	3	2	...	1	...	...	...	4
10	Composite, first and second class {	4-wheeled	46	16	50	61	87	68	12	103	56	4	40	1	4	28	...	10	52	11	
		Bogie	2	23	12	39	34	...	...	23	10	18	8	6	3	15	...	...	2	2
11	Composite, first, second and third class {	4-wheeled	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
		Bogie	...	...	...	...	17	8	...	46	...	14	...	...	5	28	...	...	...	...
12	Other composite carriages		5	3	24	65	5	3	...	31	10	...	...	3	11	2	...	3	...	3
13	Second class {	Bogie	...	13	...	...	1	...	...	...	...	...	...	...	...	...	...	3	...	...
		Ordinary	29	20	16	77	144	79	10	91	33	...	38	1	8	39	...	16	10	6	
14	Second class with postal accommodation.		...	...	...	...	22	...	...	...	...	...	...	5	...	...	...	...	...	...
15	Intermediate class {	4-wheel	26	5	29	71	...	4	...	128	39	...	32	...	10	...	...	...	45	...
		Ambulance	...	...	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Composite, intermediate and third class {	4-wheel	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	Intermediate and postal carriages		3	5	6	...	...	...	...	18	...	...	2	...	...	...	...	3	...	...
18	Intermediate, third and postal carriages		1	...	3	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...
19	Lower class		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	Third class carriages without brakes.	4-wheeled	...	158	197	672	606	480	64	67	5	...	814	2	125	233	8	41	232	65	
		Bogie	...	81	27	140	67	9	...	...	...	...	6	22	10	162	...	...	89	3
		Ambulance	...	15	...	92	16	57	...	174	...	...	...	...	...	54	...	...	...	...
21	Third class and postal vans		14	13	3	51	24	12	5	52	33	16	19	...	4	30	...	...	8	4
22	Third class carriages with brakes.	4-wheeled	295	13	...	29	131	12	...	200	85	...	219	...	...	8	...	...	7	...
		Bogie	81	20	...	38	33	...	...	265	26	86	48	...	...	37	...	...	...	5
23	Brake-vans	Ambulance	23	...	...	...	22	...	...	263	207	...	...	...	...	...	...	...	...	...
		4-wheeled	227	175	105	773	708	251	49	461	179	15	195	15	41	170	2	27	105	40	
24	Brake-vans with third class		81	...	25	...	13	42	...	99	7	65	...	...	43	...	...	...	...	...
25	Brake-vans fitted with postal compartment.		...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Postal vans		...	...	1	18	9	9	...	10	...	...	...	...	5	...	...	3	...	...
27	Composite, postal and other carriages		...	...	...	...	11	...	...	...	...	...	...	...	...	...	...	...	...	...
28	Prison vans		...	...	...	...	8	...	...	...	...	...	...	...	3	...	...	4	...	...
29	Carriage trucks		4	6	7	39	55	27	2	42	...	...	5	...	6	1	...	...	5	...
30	Horse boxes		16	18	20	75	114	58	10	142	43	16	30	1	5	37	...	3	10	12	
31	Luggage vans		31	26	26	48	115	40	6	61	43	12	1	...	23	...	4	10	...	...
32	Produce Vendors' vans		...	...	16	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	Milk vans		...	...	23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
34	Fish vans		...	...	31	...	...	...	...	...	...	8	...	...	...	...	...	2	23	...
35	Store, ice and stationery vans		...	...	...	1	...	...	...	18	...	...	...	...	...	...	...	...	...	...
36	Miscellaneous		11	...	9	...	...	...	...	2	4	1	...	...	23	...	2	13	...	...
37	TOTAL COACHING VEHICLES		856	616	719	2,495	2,375	1,329	189	2,552	860	266	1,123	63	265	1,033	13	69	661	164	

DIX 22.

railway at close of the calendar year 1906.

3' 31"						3' 6"										3' 0"										Items.				
19	6 (e) & (f)	2 (g) to (m)	(n) & (b)	21 (a) to (f)	22 (a) to (j)	23	24	25	26	27	3 (b) & (d)	2 (u) & (o)	1 (b) & (e)	30	9 (h) & (i)	6 (g) & (h)	19	1 (c)	1 (d)	30 (c)	32	33	9 (j)	35	5 (g)		26	37	38	
M. B. W.	N. & S. O.	R. M.	R. & K.	S. I.	S. M.	U. C.	B. L.	B. L.	H. J.	C.	E. S. N.	G. D. & E.	G. R. D.	K. S.	K. T. & N. D.	M. D. & T. K.	M. R. W.	M. B.	P. L. L.	P. W. L.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.		
3	18	145	48	83	42	1	3	7	3	3	2	11	6	24	30	6	4	3	3	5	5	3	7	17	15	11	4	7	1	
2		303		165	195	2		13			23		1		23	1	7												1	7	2
5	18	418	48	218	237	3	3	7	3	3	15	11	29	24	30	6	5	3	3	5	5	3	7	17	15	11	4	7	2	
1	5	...	3	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	2	...	...	...	3	
2	2	...	3	...	...	...	...	...	...	...	2	3	...	...	...	...	3	...	...	...	...	...	...	3	2	...	...	...	4	
...	...	4	...	12	...	1	1	...	...	...	...	...	2	4	3	...	...	...	...	...	...	...	...	...	1	...	...	...	5	
...	13	2	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	1	...	...	...	6	
3	...	...	3	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	
3	108	6	15	44	...	...	...	1	1	...	1	...	12	3	...	2	...	...	...	...	...	...	...	18	...	...	...	...	8	
2	...	6	...	...	...	...	...	...	...	...	6	...	1	...	...	...	...	...	...	...	...	...	...	1	4	...	...	...	9	
...	3	2	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	
5	1	48	8	40	54	3	2	...	1	...	6	...	2	4	8	...	4	...	3	2	...	...	...	5	...	3	...	...	11	
2	34	6	3	12	...	...	...	...	...	...	...	...	4	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	12	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
2	...	...	42	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	14
...	10	...	0	...	...	...	4	...	...	9	...	6	...	...	...	...	2	1	...	1	2	...	...	2	4	2	2	...	15	
...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
3	87	0	25	37	1	...	...	...	...	...	...	...	10	...	4	...	...	...	...	...	...	...	25	3	...	...	...	...	17	
3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	18
30	51	3	...	2	1	...	2	...	2	...	2	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	15	10	...	...	...	...	...	...	...	...	2	...	...	5	...	...	...	...	...	2	...	...	...	...	3	2	...	...	...	21
...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	509	49	511	210	11	15	2	11	...	25	6	14	...	22	...	15	...	10	11	...	...	...	41	...	58	14	...	...	...	26
26	200	26	...	53	...	21	...	1	...	...	...	...	...	...	10	13	3	...	...	...	...	...	...	...	...	...	...	...	...	27
...	5	20	15	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28
...	82	2	28	39	1	1	...	1	...	2	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	29
...	08	8	...	237	3	...	...	...	...	...	...	...	...	80	9	...	...	...	3	...	...	...	...	...	...	...	...	...	...	30
...	47	...	146	19	...	2	...	...	...	...	...	...	32	8	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31
...	9	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32
6	10	976	14	84	45	3	...	3	1	7	11	3	18	11	...	6	...	3	...	3	...	...	...	...	4	7	1	...	...	33
...	4	...	2	45	180	...	3	...	...	...	7	...	15	...	1	7	...	...	4	1	...	...	...	...	6	2	1	...	...	34
...	...	23	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	3	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	37
...	5	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	8	98	...	5	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
2	3	82	10	30	47	1	...	...	...	...	2	2	...	...	...	2	...	...	...	...	...	...	...	...	5	...	...	...	...	40
...	27	...	81	23	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	44
...	1	...	10	10	...	...	...	...	...	...	1	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	45
55	87	1,703	227	1,181	1,086	26	23	33	10	3	66	51	76	92	80	21	53	9	8	18	25	15	...	99	73	78	...	...	...	46

Rolling-stock under different heads on each

Items.	GAUGE.										3' 3 1/2"									
	5' 6"										3' 3 1/2"									
	NUMBER.	1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	8 (a) & (b)	9 (a) to (g)	10 (a) & (b)	11	12 (a) & (b)	13 (a) & (b)	14 (a) to (d)	15 (a)	16	17 (a) & (b)	3 (b) & (c)	8 (c)	18 (a) to (c)
	Railway.	B. N.	D. H. & C. I.	E. B. S.	E. I.	G. I. P. & L. M.	M.	N. G. S.	N. W.	O. & R.	A. B.	B. & N. W.	B. D.	B. G. J. P.	B.	D.	D. S.	E. B. S. M.	H. J. V.	J. B.
<i>Goods vehicles.</i>																				
38	Covered goods waggons, bogie.	...	...	...	...	...	...	...	2,151	100	200	...	...	...	625	...	...	310	...	6
	Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Military	...	...	...	...	...	...	...	474	2,730	...	...	...	...	75	...	...	...	...	...
39	Covered goods waggons, 4-wheeled.	2,438	1,513	1,994	3,391	7,646	928	59	2,507	...	1,313	5,310	463	153	2,760	4	233	2,335	403	616
	Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Military	1,278	1,104	1,382	...	...	1,917	102	6,195	...	...	...	...	145	20	...	...	458	100	...
40	High-sided waggons, bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
41	High-sided waggons, 4-wheeled	...	1,003	...	2,110	3,578	1,220	799	1,112	...	1.7	...	...	...	61	...	744	...	277	...
42	Medium-sided waggons, bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	310	...	...	...	...	...
43	Medium-sided waggons, 4-wheeled	290	443	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...
44	Low-sided waggons, bogie.	...	...	...	...	...	...	...	102	16	...	28	...	20	115	...	...	54	...	152
	Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Military	...	95	...	...	...	...	...	110	374	...	...	...	...	...	...	...	...	...	...
45	Low-sided waggons, 4-wheeled.	190	102	109	6,675	305	...	...	181	...	300	467	60	565	...	...	70	235	...	142
	Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Military	156	85	307	...	...	220	...	1,241	...	...	...	...	...	186	...	...	228	...	...
46	Coal or coke waggons	1,993	100	...	1,357	...	30	...	...	110	...	...	...	...	...	...	...	...	...	...
47	Cattle waggons	...	...	1	7	...	1	...	24	...	4	...	...	6	160	...	...	...	...	35
48	Accident vans	14	14	13	10	39	18	...	...	...	5	...	1	...	14	...	...	8	...	...
49	Platform waggons	...	...	...	43	...	3	...	...	...	...	2	...	...	...	...	...	3	...	...
50	Powder vans	6	6	5	31	24	9	...	50	...	3	1	...	2	12	...	1	2	...	1
51	Timber trucks	36	20	16	...	191	215	10	49	...	35	279	14	22	95	...	54	114	20	...
52	Booster trucks	...	...	...	...	...	...	...	...	...	...	...	...	...	137	...	...	...	...	...
	Double	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Single	13	...	71	...	50	...	...	271	...	16	...	...	...	150	...	...	...	...	...
53	Ballast waggons	76	450	26	...	136	170	64	...	...	50	...	...	71	140	...	...	50	83	...
54	Travelling oil tanks	31	20	28	69	31	45	...	51	12	3	6	...	2	2	...	...	14	1	...
55	Travelling water tanks	...	25	8	...	11	10	3	72	1	...	...	...	1	23	...	...	...	1	10
56	Travelling gas holders	8	8	2	3	17	12	2	15	8	8	...	...	...	...	...	...	4	2	...
57	Travelling cranes	11	4	7	21	57	15	2	52	17	15	19	3	2	30	...	2	13	2	...
58	Miscellaneous	21	8	16	8	1	16	7	16	7	12	9	1	50	95	...	...	20	6	...
59	TOTAL GOODS VEHICLES	7,612	5,130	4,009	675	12,160	1,918	1,058	2,892	5,584	2,016	6,321	47	1,018	5,260	10	1,194	3,775	897	992
LOWER CLASS CARRIAGES FITTED																				
	Intermediate class	...	18	7	14	...	...	...	...	...	...	...	...	11	...	...	...	...	...	20
	Composite, intermediate & 3rd class	...	1	19	50	...	...	...	...	...	...	...	...	...	5	...	...	22	...	24
	Third class	40	94	4	256	100	81	...	...	19	19	...	3	39	52	...	...	...	...	88
60	TOTAL	40	113	30	310	100	81	...	...	19	19	...	3	53	57	...	...	22	...	152
LOWER CLASS CARRIAGES PROVIDED WITH LATRINE																				
	Intermediate class	26	18	14	6	...	4	...	13	37	45	...	3	14	...	...	...	45	...	20
	Composite, intermediate & 3rd class	34	1	31	60	57	64	...	96	21	...	...	...	...	33	...	...	40	...	34
	Third class	69	94	72	274	114	94	64	562	191	44	...	3	39	72	...	12	257	68	88
61	TOTAL	129	113	117	398	171	162	64	791	219	89	...	6	53	105	...	13	342	68	132

WITH CLOSETS FOR FEMALES.

ACCOMMODATION, INCLUDING (ITEM 80) CARRIAGES FITTED WITH CLOSETS FOR FEMALES.

[illegible]

Progressive No.	GAUGE	5' 6"						
	NUMBER.	1 (a).	2 (a) to (f).	3 (a).	4 (a) to (d).	5 (a) to (f).	6 (a) to (d).	8 (a) & (b).
	Particulars.	B. N.	B. B. & C. I.	E. B. S.	E. I.	G. I. P.	M.	N. G. S.

ENGINES.

(In the table below except where separately shown, the Passenger engines are included with Goods and Mixed engines.)

1	Passenger engines	Number at close of 1905	77	87	71	150	...	54	5
2		Number added in 1906	...	1	...	8	...	...	...
3		Number at close of 1906	77	88	71	158	...	54	5
4	Goods and mixed engines	Number at close of 1905	214	132	115	802	823	212	56
5		Number added in 1906	...	...	14	4	9	6	...
6		Number at close of 1906	214	12	129	788	862	218	56
7	Total number of locomotives on the 31st December	...	291	220	200	946	862	272	61
8	Number per mile of line open of all classes	...	0.17	0.25	0.40	0.39	0.41	0.19	0.17
9	Average mileage run by	...	29,635	25,152	28,748	37,559	26,645	32,144	18,692
10	each per annum.	...	17,974	11,227	21,913	22,126	17,851	18,648	20,772
11	Goods	...	25,163	20,251	21,350	24,713	20,542	21,470	20,602
12	All classes	...	80	69	79	103	73	98	51
13	Average mileage run by	...	49	31	60	60	49	55	57
14	each per diem	...	49	55	67	68	56	62	56
15	Goods	...	7,981	6,756	5,344	8,920	6,210	6,097	6,489
16	All classes	...	54	39	22	105	175	64	10
17	Ton mileage hauled per engine, in thousands of tons	...	1,47.92	...	...	...	3,08.38	...	21.29
18	Average under repairs or renewals at any one time	...	8.7.29	...	...	...	10,907	...	6,843
19	Total value, in thousands of rupees	...	...	...	...	...	...	...	...
20	Total value per mile of line open	...	...	...	...	...	...	...	...

COACHING STOCK.

(In the table below where the value of coaching stock is not shown it is included with that of Goods.)

19	Number at close of 1905	...	911	634	712	2,375	2,258	1,312	188
20	Number added in 1906	...	45	12	7	120	87	17	1
21	Number at close of 1906	...	956	646	719	2,495	2,375	1,329	189
22	1st class	...	0.04	0.05	0.13	0.08	0.07	0.07	0.11
23	2nd class	...	0.03	0.07	0.11	0.05	0.08	0.04	0.05
24	Intermediate class	...	0.02	0.03	0.06	0.06	0.01	0.01	...
25	3rd class	...	0.06	0.36	0.60	0.43	0.31	0.39	0.19
26	All other classes	...	0.19	0.27	0.45	0.41	0.34	0.29	0.19
27	Total of all classes	...	0.54	0.78	1.44	1.01	0.84	0.84	0.54
28	1st class	...	38,341	...	35,897	62,577	63,463	70,406	...
29	2nd class	...	49,973	...	46,740	77,482	55,060	30,101	...
30	Intermediate class	...	72,023	...	48,220	87,635	...	51,446	...
31	3rd class	...	42,797	...	47,881	67,500	63,141	37,295	...
32	All other classes	...	38,182	...	30,512	36,063	24,324	31,731	...
33	Total of all classes	...	42,193	57,183	41,398	56,208	44,672	34,191	41,368
34	Average mileage run by each per diem	...	116	157	113	154	123	94	119
35	Freight ton-mileage per vehicle, in thousands of tons	...	39	59	31	10	79	32	50
36	Average under repairs or renewals at any one time	...	132	82	57	878	2.8	50	17
37	Total value, in thousands of rupees	...	76.84	...	...	...	1,78.73	...	7.38
38	Total value per mile of line open	...	4,505	...	...	...	4,575	...	2,012

GOODS STOCK.

39	Covered wagons	...	3,778	2,717	3,815	8,248	7,546	2,900	161
40	Open	...	3,172	2,581	509	9,032	4,339	1,762	759
41	Timber trucks, including bolster trucks	...	50	20	125	...	241	185	10
42	All other classes	...	81	87	104	215	178	71	78
43	Total of all classes	...	7,879	5,105	4,053	17,495	12,074	4,918	1,008
44	Covered wagons	...	...	...	61	143	110	...	...
45	Open	...	253	27	26	1,110	20	...	20
46	Timber trucks, including bolster trucks	...	...	...	35	...	...	...	...
47	All other classes	...	...	...	6	...	...	...	...
48	Total of all classes	...	253	35	6	1,780	162	...	50
49	Covered wagons	...	3,778	2,717	3,378	8,391	7,686	2,900	161
50	Open	...	3,725	2,308	484	10,143	4,059	1,762	809
51	Timber trucks, including bolster trucks	...	50	20	90	...	241	185	10
52	All other classes	...	81	85	110	242	180	71	78
53	Total of all classes	...	7,693	5,150	4,059	18,776	12,166	4,918	1,058
54	Number of all classes per mile of line open	...	4.31	5.90	7.71	7.71	4.30	3.35	8.01
55	Average mileage run by each per annum	...	18,988	11,791	7,815	18,528	17,676	12,673	19,292
56	Average mileage run by each per diem	...	50	32	21	48	35	55	55
57	Covered wagons	...	8.23	6.94	7.70	7.32	7.62	7.60	7.58
58	Open	...	8.31	6.56	7.43	6.73	6.86	6.81	6.88
59	Covered wagons	...	15.07	14.44	13.05	15.11	14.74	14.37	18.93
60	Open	...	16.99	14.53	13.95	15.06	14.39	13.90	18.79
61	Average load of a goods vehicle, loaded and empty, per mile	...	7.11	7.02	7.85	7.37	6.70	5.89	7.18
62	Freight ton-mileage per vehicle, in thousands of tons	...	89	80	60	143	169	78	107
63	Average under repairs or renewals at any one time	...	236	233	224	791	772	196	48
64	Total value, in thousands of rupees	...	3,17.99	...	...	...	2,64.74	...	24.53
65	Total value per mile of line open	...	12,888	...	...	...	9,469	...	6,915
66	Grand total value of rolling-stock, in thousands of rupees	...	4,41.55	2,42.70	2,17.40	12,46.74	7,02.05	3,79.46	56.30
67	Grand total value of rolling-stock per mile of line open	...	26,085	27,928	48,558	51,345	24,948	19,077	15,966

DIX 23.

work done by, Rolling-stock.

5' 6"		3' 3 1/2"													Passenger No.
9 (a) to (g)	10 (a) & (b)	11	12 (a) & (b)	13 (a) & (b)	14 (a) to (d)	15 (a)	16	17 (a) & (b)	18 (b) & (c)	8 (c)	18 (a) to (c)	19	6 (a) & (f)	2 (g) to (m)	
N. W.	O. & R	A. B.	B. & N. W.	B. D.	B. G. J. P.	B.	D.	D. S.	E. B. S. M.	H. G. V.	J. B.	M. E. W.	N. & S. C.	R. M.	

ENGINES.

(In the table below except where separately shown, the Passenger engines are included with Goods and Mixed engines.)

...	65	...	35	...	...	28	...	...	61	...	...	3	6	145	1
...	...	...	10	...	...	...	...	...	5	...	...	...	...	...	2
756	140	77	205	10	37	223	2	22	74	55	48	3	12	303	3
64	...	10	21	...	...	8	...	4	8	...	...	1	6	...	4
820	140	87	226	10	37	231	2	26	83	55	48	2	18	303	5
820	205	87	271	10	37	259	2	26	150	55	44	5	13	418	6
0-20	0 16	0 11	0 17	0 06	0 08	0 19	0 40	0 30	0 23	0 14	0 06	0 07	0 22	0 21	7
...	48,082	...	16,313	...	...	31,040	...	...	25,157	...	...	14,130	...	24,812	8
...	14,275	...	19,823	...	...	19,347	...	...	19,347	...	...	11,771	...	18,986	9
25,964	20,854	24,019	22,418	20,314	18,186	23,875	20,192	15,790	21,047	18,963	29,120	13,117	12,725	30,878	10
...	134	...	45	...	...	85	...	...	60	...	...	39	...	68	11
...	79	...	51	...	...	60	...	...	53	...	...	31	...	52	12
...	82	...	61	72	...	50	56	43	61	32	80	37	36	87	13
7,827	7,618	3,804	4,138	...	2,919	4	...	...	2,479	3,286	5,535	...	1,384	4,175	14
...	24	6	29	...	1	18	...	4	30	7	7	1	2	52	15
8,07,50	69,61	...	81,17	2,70	7,56	73,12	...	...	...	16,85	19,48	1,54	457	...	16
9,135	5,236	...	5,270	1,65	1,661	5,155	...	...	...	4,357	1,606	2,079	5,595	...	17
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18

COACHING STOCK.

(In the table below where the value of coaching stock is not shown it is included with that of Goods.)

2,399	853	259	1,699	63	255	985	12	84	691	164	217	55	52	1,679	19
151	7	7	93	...	...	53	...	5	17	...	...	...	5	24	20
2,552	860	286	1,128	63	255	1,048	12	80	684	164	217	55	57	1,703	21
0 04	0 18	0 4	0 5	...	0 6	0 7	...	0 13	0 03	0 07	0 04	0 14	0 08	...	22
0 04	0 05	0 02	0 04	...	0 04	0 6	...	0 03	0 03	0 04	0 02	0 04	0 03	...	23
0 04	0 04	0 02	0 04	...	0 03	...	...	...	0 09	0 02	0 02	0 41	...	...	24
0 06	0 08	0 13	0 41	...	0 30	0 42	...	0 53	0 41	0 18	0 12	...	...	...	25
0 23	0 20	0 13	0 15	...	0 13	0 21	...	0 48	0 22	0 13	0 06	0 11	0 28	...	26
0 61	0 65	0 31	0 67	0 41	0 56	0 77	2 40	1 14	0 66	0 42	0 26	0 74	0 70	0 83	27
57,913	5,277	35,284	52,273	...	...	21,512	...	...	...	...	...	...	15,430	...	28
54,161	3,381	32,646	62,419	...	...	30,913	...	...	...	...	...	...	31,446	...	29
59,445	3,023	31,170	81,281	...	...	...	...	...	...	...	...	...	...	...	30
64,194	18,854	33,765	41,075	...	...	35,475	...	...	...	...	...	...	18,371	...	31
33,634	13,526	21,569	42,224	...	...	30,652	...	...	...	...	...	...	16,778	...	32
51,305	41,011	32,328	55,711	...	32,060	32,681	...	...	39,305	41,827	57,084	...	18,016	47,578	33
141	121	89	154	...	88	10	...	...	103	115	158	...	49	131	34
41	38	25	32	...	22	26	...	...	27	31	35	...	20	32	35
224	87	27	66	10	25	111	...	9	79	11	13	8	1	144	36
1,6918	...	...	...	...	8,08	58,82	...	...	...	8,76	...	1,03	...	...	37
5,620	...	...	...	...	1,774	4,389	...	...	...	2,233	...	2,252	...	...	38

GOODS STOCK.

8,132	4,884	1,225	5,984	263	298	3,691	4	223	2,534	408	602	29	79	5,153	39
2,917	...	4 0	...	66	705	9 3	6	814	351	382	295	23	83	2,677	40
320	646	62	279	14	12	308	...	50	114	20	...	...	8	109	41
253	40	87	...	5	23	164	...	2	58	12	44	1	...	79	42
11,612	5,579	1,813	6,270	318	1,018	5,155	10	1,089	3,557	817	941	55	170	8,009	43
1,044	...	188	...	...	...	4	...	...	199	100	50	...	1	...	44
159	...	20	...	...	...	130	...	...	16	20	1	15	...	...	45
...	...	27	...	...	...	4	...	4	...	...	...	...	...	...	46
27	4	18	...	...	...	15	...	1	6	...	...	...	...	...	47
1,230	...	203	...	...	...	105	...	5	221	80	51	15	1	...	48
9,176	4,884	1,413	6,005	263	298	3,246	4	223	3,033	503	652	29	80	5,151	49
3,076	...	489	...	66	705	1,038	6	814	567	382	294	40	83	2,677	50
320	646	35	279	14	12	402	...	54	114	20	...	...	8	79	51
280	63	100	37	5	23	179	...	3	64	12	48	...	1	100	52
12,652	5,583	2,016	6,321	348	1,048	5,260	10	1,094	3,778	897	992	70	171	8,007	53
3 08	6 12	2 68	3 76	2 27	2 30	3 32	2 00	12 71	4 90	2 23	1 19	0 94	2 39	3 92	54
18,549	11,170	7,412	11,061	...	6,200	11,636	...	...	7,324	11,082	16,702	...	3,968	16,617	55
31	61	20	30	...	17	32	...	...	20	30	45	...	10	45	56
7 54	7 22	4 81	...	...	3 72	4 52	...	...	5 11	4 37	3 71	...	4 78	823	57
7 15	...	3 38	...	...	3 13	3 01	...	...	3 48	4 04	4 75	...	5 60	6 55	58
17 38	12 40	10 23	...	...	7 35	9 84	...	...	9 37	10 06	10 66	...	7 50	17 02	59
14 21	...	7 23	10 34	...	7 44	8 41	...	...	7 37	11 05	13 29	17 60	13 61	12 45	60
8 24	5 90	4 77	...	...	2 86	3 54	...	...	4 36	4 19	4 10	...	4 42	4 15	61
163	66	43	...	...	18	48	...	...	35	46	73	...	1	70	62
480	184	39	...	13	28	460	...	17	169	81	18	...	...	210	63
3,55,62	1,07,70	...	1,48,91	9,38	12,53	90,80	...	...	...	14,76	27,97	3,25	10,27	...	64
10,562	12,665	...	9,632	6,009	2,751	6,778	...	...	...	3,768	3,357	3,048	12,569	...	65
8,52,30	2,27,31	90,98	2,30,88	12,78	28,17	2,22,71	...	24,17	1,89,23	40,17	41,85	5,45	14,81	2,57,14	66
20,407	19,061	11,794	14,902	7,668	6,191	16,622	...	31,300	16,073	10,374	5,021	7,365	18,098	12,005	67

APPENDIX

Number of, outlay on, and

Progressive No.	GAUGE.	3' 3 1/2"				2' 6"					
		20	21	22	23	24	25	26	27	28	29
		(a) & (b)	(a) to (f)	(a) to (j)						(b) & (d)	(n) & (o)
	Particulars.	R. & K.	S. I.	S. M.	U. C.	B. B. L.	B. L.	B. B.	C.	E. B. S. N.	G. D. & R.

ENGINES.

(In the table below except where separately shown, the Passenger engines are included with Goods and Mixed engines.)

1	Passenger engines.	Number at close of 1905	73	42	1	...	...	...	...	2	...
2		Number added in 1906	10	...	...	...	...	...	...	...	...
3		Number at close of 1906	83	42	1	...	...	...	...	2	...
4	Goods and mixed engines.	Number at close of 1905	40	155	195	2	3	7	3	3	11
5		Number added in 1906	8	10	...	...	...	...	...	1	...
6		Number at close of 1906	48	165	195	2	3	7	3	3	11
7	Total number of locomotives on the 31st December		44	248	237	3	3	7	3	3	15
8	Number per mile of line open of all classes		0.14	0.18	0.14	0.04	0.12	0.09	0.16	0.25	0.08
9	Average mile-ago run by each per annum.		7,927	27,966	20,916	...	...	...	...	...	...
10		Goods	8,161	14,231	19,691	...	...	...	...	...	...
11		All classes	4,150	20,656	23,002	19,175	17,212	38,687	10,404	5,408	13,724
12	Average mile-ago run by each per annum.		32	77	74	...	...	...	...	...	...
13		Goods	32	39	52	...	...	...	...	...	...
14		All classes	11	56	53	53	47	106	28	15	38
15	Ton-mileage hauled per engine, in thousands of tons		3,646	3,596	3,821	3,814	...	...	...	73	...
16	Average under repairs or renewals at any one time		7	34	41	1	...	...	...	3	2
17	Total value, in thousands of rupees		12.70	...	57.34	95	77	...	70	27	1.44
18	Total value per mile of line open		3,603	...	3,519	1,344	2,941	...	3,786	2,371	1,694

COACHING STOCK.

(In the table below where the value of coaching stock is not shown it is included with that of Goods.)

19	Number at close of 1905	181	1,099	1,053	26	13	7	24	3	63	54
20	Number added in 1906	43	32	3	...	10	26	5	...	...	3
21	Number at close of 1906	227	1,131	1,056	26	23	33	19	3	63	51
22	1st class	0.08	0.07	0.05	0.01	...	...	...	0.08	...	...
23	2nd class	0.04	0.05	0.04	0.03	...	...	...	...	...	...
24	Intermediate class	0.03	...	...	0.03	...	...	...	...	...	...
25	3rd class	0.33	0.53	0.32	0.22	...	0.36	...	0.08	...	...
26	All other classes	0.16	0.18	0.20	0.16	...	0.06	...	0.08	...	...
27	Total of all classes	0.61	0.83	0.61	0.37	0.88	0.12	1.00	0.24	0.71	0.39
28	1st class	...	35,702	...	...	...	...	...	6,500	...	...
29	2nd class	...	41,784	...	...	...	...	...	...	...	...
30	Intermediate class	...	47,739	...	...	...	...	...	6,500	...	...
31	3rd class	...	37,170	...	...	...	...	...	6,500	...	...
32	All other classes	...	36,112	37,170	32,742	32,901	...	16,801	...	...	...
33	Average mileage run by each per annum	...	93	121	30	...	46	...	23	...	...
34	Freight ton-mileage per vehicle, in thousands of tons	...	22	78	20	...	...	...	...	...	...
35	Average under repairs or renewals at any one time	...	22	83	48	2	...	1	...	9	...
36	Total value, in thousands of rupees	...	...	...	...	...	...	...	...	...	1.29
37	Total value per mile of line open	...	...	...	...	...	...	...	77	...	861

GOODS STOCK.

39	Number at close of 1905.	Covered wagons	1,015	2,281	3,700	25	6	7	14	...	103	55
40		Open	113	1,393	1,044	10	19	15	2	...	41	152
41		Timber trucks, including bolster trucks	76	71	267	...	...	89	...	...	132	...
42		All other classes	15	8	207	...	...	1	12	...	3	8
43		Total of all classes	1,219	3,753	5,218	35	25	63	28	...	270	200
44	Number added in 1906.	Covered wagons	99	150	162	...	...	20	...	...	...	17
45		Open	60	12	24	...	...	51	18	...	1	17
46		Timber trucks, including bolster trucks	...	...	...	...	...	39	...	...	2	...
47		All other classes	3	...	6	...	...	...	12	...	...	1
48		Total of all classes	162	138	144	...	...	82	6	...	1	1
49	Number at close of 1906	Covered wagons	1,114	2,431	3,662	25	6	27	14	...	103	38
50		Open	173	1,381	1,020	10	19	66	20	...	40	169
51		Timber trucks, including bolster trucks	78	71	267	...	...	...	...	...	134	...
52		All other classes	18	8	213	...	...	1	...	...	3	...
53		Total of all classes	1,381	3,891	5,382	35	25	94	34	...	280	210
54	Number of all classes per mile of line open		8.88	2.97	3.20	0.50	0.96	1.21	1.79	1.54	8.15	1.59
55	Average mileage run by each per annum		9,218	11,858	11,808	13,714	...	1,928	...	8,709	...	...
56	Average mileage run by each per annum		25	32	32	28	...	5	...	15	...	...
57	Average tare in Covered wagons		4.13	4.44	4.02	4.2	...	5.90	...	...	...	...
58	tons.	Open	3.57	3.79	3.27	3.22	...	4.19	...	1.93	...	...
59	Average carrying capacity in Covered wagons		18.78	7.94	7.95	7.40	...	14.10	...	...	...	...
60	tons	Open	10.60	7.43	6.95	6.29	...	15.90	...	3.88	...	...
61	Average load of goods vehicle, loaded and empty, per mile		4.42	3.68	3.71	2.50	...	7.50	...	0.42	...	...
62	Freight ton-mileage per vehicle, in thousands of tons		27	45	42	33	...	...	...	128	...	...
63	Average under repairs or renewals at any one time		32	216	182	1	...	...	...	1	14	...
64	Total value, in thousands of rupees		34.6	...	1,12.47	1.77	1.54	...	1.85	12	...	1.48
65	Total value per mile of line open		9.767	...	6.510	2.500	5.938	...	1.090	1.002	...	1.121
66	Grand total value of rolling-stock, in thousands of rupees		47.45	1,69.29	1,69.81	2.73	2.31	9.83	2.56	40	Included with E.B.S. By 3' 4" gauge	4.21
67	Grand total value of rolling-stock per mile of line open		13.966	12.448	9.883	4.060	8.883	12.603	14.222	3.883	...	8.189

DIX 23—concluded.

work done by Rolling-stock.

2' 6"										2' 0"						Progressive No.
1 (b) & (e).	30	9 (h) & (i).	6 (g) & (h).	19	1 (c).	1 (d).	20 (c).	32	33	9 (j).	35	5 (g).	36	37	38	
J. G. E. & R. D.	K. S.	K. K. T. & N. D.	M. D. & T. K.	M. B. W.	M. B.	P. L. L.	P. W. L.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	

ENGINES.

(In the table below except where separately shown, the Passenger engines are included with Goods and Mixed engines.)

...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	1
6	...	...	...	-1	...	...	...	...	...	...	...	...	...	...	...	...	2
19	24	30	3	4	...	...	...	...	...	...	...	...	...	...	...	...	3
4	...	...	...	1	3	3	5	4	3	7	18	15	7	4	7	4	5
23	24	30	6	...	...	...	...	...	...	...	...	...	...	...	...	...	6
29	24	30	6	5	3	3	5	5	3	7	17	15	11	4	7	7	7
0.10	0.40	0.23	0.14	0.24	0.09	0.12	0.13	0.15	0.15	1.13	0.33	0.08	0.30	0.20	0.22	...	8
...	...	...	...	5,189	...	...	...	...	...	...	...	...	...	...	...	...	9
1,5342	6,797	10,515	16,700	7,330	9,256	6,552	13,123	19,782	...	...	18,723	10,510	16,744	8,908	...	...	10
...	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	20	...	...	...	...	...	...	...	...	...	...	...	...	12
42	19	45	47	16	25	18	36	54	...	...	38	29	38	24	...	...	13
2,368	514	791	...	...	659	433	...	...	...	...	...	...	...	...	...	...	14
1	5	...	...	...	1	1	1	1	1	...	2	2	...	...	...	...	15
...	6.78	7.08	2.04	94	60	70	...	88	...	...	3.00	...	2.63	65	...	...	16
..	11,366	5,364	4,652	4,569	2,128	3,081	...	2,640	...	...	6,058	...	7,107	2,250	...	...	17
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18

COACHING STOCK.

(In the table below where the value of coaching stock is not shown it is included with that of Goods.)

56	78	80	11	53	2	8	18	25	14	9	97	63	66	20	23	19
20	14	...	10	...	...	...	...	...	1	...	2	10	12	20	22	20
76	92	80	21	53	9	8	18	25	15	...	99	73	78	...	...	21
0.02	0.35	0.05	0.05	0.34	0.06	0.04	0.05	0.07	0.15	...	0.48	...	...	...	...	22
0.01	0.25	0.03	0.04	0.39	0.04	0.02	0.05	0.04	...	...	0.54	...	...	...	...	23
...	...	0.02	...	...	0.02	...	...	0.08	...	...	...	...	...	...	...	24
0.19	0.64	0.30	0.23	1.45	0.10	0.14	0.33	0.45	0.45	...	0.80	...	...	...	...	25
0.03	0.30	0.20	0.16	0.38	0.06	0.13	0.03	0.11	0.15	...	0.08	...	...	...	...	26
0.25	1.35	0.60	0.48	2.56	0.28	0.33	0.46	0.75	...	...	1.90	0.40	2.11	1.00	0.25	27
16,872	3,710	11,034	20,947	...	11,397	8,566	...	...	...	...	...	...	...	...	...	28
23,121	5,206	18,969	20,916	...	...	4,441	...	...	...	...	...	...	...	...	...	29
35,594	...	...	...	...	17,003	...	...	...	...	...	...	...	...	...	...	30
28,338	8,092	27,818	21,647	...	23,515	16,094	...	...	...	...	...	...	...	...	...	31
29,021	8,485	22,814	9,065	...	11,716	6,202	...	...	...	...	...	...	...	...	...	32
27,788	6,086	24,538	17,329	...	15,526	10,129	...	...	...	...	...	...	...	...	...	33
76	18	67	47	...	43	28	...	...	...	...	...	...	...	...	...	34
27	4	14	12	...	12	12	...	...	...	...	...	...	...	...	...	35
...	...	3	...	8	1	...	2	...	...	...	...	...	...	...	...	36
...	4.42	1.85	...	1.40	...	31	...	70	...	...	...	...	...	...	...	37
...	7.442	1.405	...	6,783	...	1,345	...	2,092	...	...	...	...	...	...	...	38

GOODS STOCK.

170	80	84	12	20	4	2	58	20	30	...	44	80	14	4	42	39
105	60	336	12	47	8	14	...	21	18	...	173	55	8	4	29	40
28	...	...	...	...	...	...	2	...	2	...	6	...	...	...	...	41
3	...	11	...	...	...	...	...	...	...	...	19	101	...	...	...	42
300	140	431	24	68	12	16	11	41	50	326	248	236	82	8	5	43
...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	44
40	...	...	...	...	...	...	...	...	...	...	12	...	10	...	...	45
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	46
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	47
40	21	...	24	...	...	...	...	...	...	...	...	...	...	...	...	48
170	99	74	24	20	4	2	58	20	30	...	49	80	14	4	42	49
145	55	338	24	47	8	14	...	21	18	...	191	55	18	4	29	50
28	4	...	...	...	...	...	2	...	2	...	6	1	...	...	...	51
2	...	19	...	1	...	...	11	...	...	326	8	101	...	...	5	52
340	161	431	48	68	12	16	71	41	50	328	254	237	32	8	78	53
1.13	2.69	3.27	1.09	3.28	0.37	0.65	1.23	1.24	2.50	4.93	1.30	0.66	0.40	2.38	...	54
14,768	3,728	4,550	1,961	...	6,283	3,822	...	...	...	...	...	...	...	...	...	55
40	10	12	5	...	17	9	...	...	...	...	...	...	...	...	...	56
7.44	3.75	4.50	6.45	3.25	5.00	6.98	3.16	2.75	...	...	...	2.13	2.75	2.75	...	57
6.31	2.75	1.33	5.97	3.25	5.06	4.06	...	2.15	...	...	...	2.60	2.50	2.50	...	58
14.68	8.00	8.64	9.60	4.75	9.00	9.04	4.81	5.00	4.00	...	...	5.13	5.00	5.00	...	59
12.50	6.00	3.43	10.00	7.00	11.49	7.38	...	5.00	4.00	...	...	4.16	5.00	5.00	...	60
2.83	2.80	...	...	...	4.18	3.48	...	...	...	...	...	...	...	...	...	61
40	10	8	7	...	26	12	...	...	...	...	...	...	...	...	...	62
...	...	11	...	10	...	...	4	...	...	...	...	...	...	...	...	63
...	...	4.93	2.68	1.92	61	41	...	61	...	...	3.75	...	3.90	1.03	...	64
...	...	3,660	6,102	5,869	1,897	1,688	...	1,836	...	...	7,356	...	10,582	5,160	...	65
25,76	14,76	13,76	4,72	8.56	1.30	1.42	...	2.19	1.60	...	13,412	5.56	6.58	1.68	2.09	66
8,580	24,332	10,424	10,727	16,953	4,062	5,920	3,641	6,636	8,000	...	...	3,088	17,649	8,400	6,531	67

APPENDIX 24.

Rolling-stock fitted with automatic brakes at the close of the calendar year 1906.

NUMBER.		Gauge.	RAILWAY SYSTEM. (Vide Appendix 38.)	LOCOMOTIVES.			COACHING VEHICLES INCLUDING ALL BRAKE-VANS.				GOODS VEHICLES, EXCLUDING CRANES.			
Main head.	Sub-head.			Fitted.	Not fitted.	Proportion per cent. of fitted to total.	Braked.	Piped.	Not fitted.	Proportion per cent. of fitted to total.	Braked.	Piped.	Not fitted.	Proportion per cent. of fitted to total.
1	(a)	2 ft. 6 in.	Bengal-Nagpur	176	115	60.48	809	2	146	84.83	1,259	574	5,788	24.05
2	(a) to (f)		Bombay, Baroda and Central India	185	35	84.09	508	4	134	79.26	2	40	5,075	0.99
3	(a)		Eastern Bengal State	143	57	71.50	518	61	140	80.53	...	13	4,040	0.30
4	...		East Indian	495	451	52.33	1,618	80	797	68.06	414	78	18,352	2.62
5	(a) to (f)		Great Indian Peninsula	560	302	64.97	1,783	6	586	75.33	...	167	11,942	1.38
6	(a) to (d)		Indian Midland	168	109	59.93	1,012	15	202	83.56	250	15	4,638	5.40
8	(a) & (b)		Madras . . . . .	...	61	...	57	3	129	31.75	...	...	1,056	...
9	(a) to (g)		Nizam's Guaranteed State	808	12	98.54	2,254	78	220	91.38	2,207	117	10,476	18.16
10	(a) & (b)		North Western State	152	53	74.15	721	49	90	89.53	29	13	5,524	0.75
11	...		Oudh and Rohilkhand State	78	9	89.65	251	4	11	95.86	305	7	1,069	15.59
12	...		Assam-Bengal	96	175	35.42	470	2	656	41.84	...	...	6,302	...
13	...		Bengal and North-Western . . . . .	...	10	...	...	3	60	4.76	...	...	345	...
14	...		Bengal Doonars . . . . .	...	37	...	...	...	255	...	...	...	1,046	...
15	...		Bhavnagar-Gondal-Junagad- Porbandar	152	107	59.69	493	33	512	50.67	296	14	4,920	5.93
16	...		Burma . . . . .	...	2	...	...	...	12	...	...	...	10	...
17	...		Deoghur . . . . .	...	26	...	...	...	89	...	...	...	1,092	...
3	(b) & (c)		Dibrui-Sadiya	121	29	80.67	427	40	197	70.33	...	2	3,763	0.05
8	(c)		Eastern Bengal State . . . . .	...	55	...	3	...	161	1.83	...	...	895	...
18	...		Hyderabad-Godavari Valley . . . . .	...	48	...	...	2	215	0.92	...	...	992	...
19	...		Jodhpur-Bikaner . . . . .	...	5	...	...	2	53	3.64	...	...	70	...
6	(e) & (f)		Morvi	6	12	33.33	12	...	45	21.05	22	...	149	12.87
2	(g) to (m)		Nilgiri and Shoranur-Cochin	76	372	16.96	174	79	1,450	14.86	...	...	7,980	...
20	(a) & (b)		Rajputana-Malwa	18	30	37.50	51	14	162	28.63	...	...	1,371	...
21	...		Rohilkund and Kumaon	93	155	37.50	258	2	871	22.99	...	...	3,883	...
22	...		South Indian	48	180	20.25	118	3	935	11.46	...	...	5,341	...
23	...		Southern Mahratta . . . . .	...	3	...	...	...	26	...	...	...	35	...
24	...		Udaipur-Chitor . . . . .	...	3	...	...	...	23	...	...	...	25	...
25	...		Baraset-Basirhat Light	3	4	42.86	26	...	7	78.79	1	...	92	1.07
26	...		Barai Light . . . . .	...	3	...	...	...	19	...	...	...	34	...
3	(d)		Bukhtiarpor-Bihar Light . . . . .	...	15	...	...	...	63	...	...	...	280	...
27	...		Cooch Behar including 2' 6" gauge branches of Eastern Bengal State Railway . . . . .	...	3	...	...	...	3	...	...	...	18	...
2	(n) & (o)		Cutch . . . . .	...	11	...	...	...	51	...	...	...	210	...
1	(b) to (r)		Gaekwar's Dabhoi and Rajpipla	22	13	62.86	54	...	39	58.06	265	...	103	72.01
30	...		Jubbulpore-Gondia, Mour- bhani, Parlakimedi Light and Raipuri-Dhamtari	24	...	100.00	92	...	...	100.00	99	61	...	100.00
9	(h) & (i)		Kalka-Simla . . . . .	...	30	...	...	...	80	...	...	...	431	...
6	(o) & (h)		Khushalgarh-Kohat-Thal and Nowshera Dargai . . . . .	...	6	...	...	...	21	...	...	...	48	...
19	...		Morapur-Dharmapuri and Tirupattur-Krishnagiri . . . . .	...	5	...	...	...	53	...	...	...	68	...
20	(c)		Morvi . . . . .	...	5	...	...	...	18	...	...	...	71	...
32	...		Powayan Light . . . . .	...	5	...	...	...	25	...	...	...	41	...
33	...		Tarakeshwar-Magra Light . . . . .	...	3	...	...	...	15	...	...	...	50	...
9	(j)		Tezporo-Balipara Light . . . . .	...	7	...	...	...	...	...	...	...	326	...
35	...		Dandot Light . . . . .	...	17	...	...	...	90	...	...	...	254	...
5	(p)		Darjeeling-Himalayan . . . . .	...	15	...	...	...	73	...	...	...	237	...
36	...		Gwalior Light . . . . .	...	11	...	...	...	78	...	...	...	82	...
37	...		Howrah-Amra Light . . . . .	...	4	...	...	...	20	...	...	...	8	...
38	...		Howrah-Sheakhala Light . . . . .	...	7	...	...	...	22	...	...	...	76	...
			Jorhat . . . . .	...	...	...	...	...	...	...	...	...	...	...
			Total	3,419	2,626	56.56	11,709	482	8,862	87.91	5,149	1,109	109,078	5.43

APPENDIX 25.

Rolling-stock lighted by gas and electricity at the close of the calendar year 1906.

NUMBERS.		Gauge.	RAILWAY SYSTEM. (Vide Appendix 38.)	Number of coaching vehicles fitted for light- ing with			Number of coaching vehicles not fitted.	Pro- portion per cent. of fitted to total.	REMARKS.	
Main head.	Sub-head.			Gas.	Elec- tricity.	Total.				
1	(a)	5' 6"	Bengal-Nagpur	755	2	757	148	83.64		
2	(a) to (f)		Bombay, Baroda and Central India	405	9	414	7	98.34		
3	(a)		Eastern Bengal State	486	2	488	224	68.54		
4	...		East Indian	1,485	6	1,491	192	88.59		
5	(a) to (f)		Great Indian Peninsula	1,370	60	1,430	69	95.46		
			Indian Midland							
6	(a) to (d)		Madras	1,032	...	1,032	164	86.29		
8	(a) & (b)		Nizam's Guaranteed State	121	...	121	60	66.85		
9	(a) to (g)		North Western State	2,002	3	2,005	284	87.59		
10	(a) & (b)		Oudh and Rohilkhand State	688	7	695	165	80.61		
11	...		Assam-Bengal	245	...	245	...	100.00		
12	...		Bengal and North-Western . . . . .	...	189	189	939	16.73	
13	...		Bengal Doonars . . . . .	...	...	...	63	...	
14	...		Bhavnagar-Gondal-Junagad-Portbandar . . . . .	...	23	23	232	9.02	
15	...		Burma . . . . .	...	26	26	944	2.68	
16	...		Deoghur . . . . .	...	...	...	12	...	
17	...		Dibru-Sadiya . . . . .	...	...	...	89	...	
3	(b) & (c)	3' 3 3/4"	Eastern Bengal State	478	1	479	180	72.68		
8	(c)		Hyderabad-Godavari Valley	114	...	114	50	69.51		
18	...		Jodhpur-Bikaner . . . . .	...	112	112	90	53.08	
19	...		Morvi . . . . .	...	...	...	55	...	
6	(c) & (f)		Nilgiri and Shoranur-Cochin . . . . .	...	...	...	57	...	
2	(g) to (m)		Rajputana-Malwa . . . . .	...	815	815	888	47.86	
20	(a) & (b)		Rohilkhand and Kumaon . . . . .	...	58	58	169	25.55	
21	...		South Indian . . . . .	...	106	106	996	10.47	
22	...		Southern Mahratta	971	1	972	51	94.78		
23	...		Udaipur-Chitor . . . . .	...	...	...	26	...	
24	...	2' 6"	Barasat-Basirhat Light . . . . .	...	...	...	23	...	
25	...		Barsi Light . . . . .	...	23	23	7	76.7	
26	...		Dukhtiarporo-Bohar Light . . . . .	...	...	...	19	...	
3	(d)		Cooch Behar including 2' 6" gauge bran- ches of Eastern Bengal State Railway.	...	...	...	63	...	
27	...		Cutch . . . . .	...	...	...	3	...	
2	(n) & (o)		Gaekwar's Dabhoi and Rajpipla . . . . .	...	...	...	51	...	
1	(b) to (e)		Jubbulpore-Gondia, Mourbhaj, Parlaki- medi Light and Balpur-Dhamtari.	52	...	52	29	57.14		
30	...		Kalka-Simla . . . . .	...	92	92	...	100.00	
9	(h) & (i)		Khushalgarh-Kohat-Thal and Nowshera Durgai.	...	...	...	80	...	
6	(g) & (h)		2' 0"	Morappur-Dharmapuri and Tirupattur- Krishnagiri	21	...	
19	...			Morvi	53	...	
20	(c)	Powayan Light . . . . .		...	...	...	18	...	
32	...	Tarakeswar-Magra Light . . . . .		...	...	...	25	...	
33	...	Tesporo-Balipara Light . . . . .		...	...	...	15	...	
9	(j)	Dandot Light . . . . .		...	...	...	...	...
35	...	Darjeeling-Himalayan . . . . .		...	...	...	99	...	
5	(q)	Gwalior Light . . . . .		...	...	...	73	...	
36	...	Howrah-Amta Light . . . . .		...	...	...	78	...	
37	...	Howrah-Sheakhala Light . . . . .		...	...	...	20	...	
38	...	Jorhat . . . . .	...	...	...	22	...		
TOTAL				10,204	1,538	11,742	6,784	68.88		

APPENDIX 25-A.

Statement showing the number of trains provided with means of communication throughout between passengers and guards and drivers on the 31st December 1906.

NUMBER.		Gauge.	RAILWAY SYSTEM (vide Appendix 38).	Particulars.	Mail.	Passen- gers.	Mixed.	Total.	REMARKS.
Main head.	Sub-head.								
3	(a)	5' 6"	Eastern Bengal State	Total number of trains run	8	80	55	143	Vacuum brake alarm com- munication.
				Total number of trains fitted with communication ...	8	39	5	52	
5	(a) to (f)		Great Indian Peninsula	Total number of trains run	12	39	73	124	Chain Pass; communica- tion, English pattern.
				Total number of trains fitted with communication ..	1	...	...	1	
3	(b) & (c)	3' 3½"	Eastern Bengal State	Total number of trains run	4	7	51	62	Vacuum brake alarm com- munication.
				Total number of trains fitted with communication ..	4	3	...	7	
2	(g) to (m)		Rajputana-Malwa ...	Total number of trains run	8	13	55	76	Electric com- munication.
				Total number of trains fitted with communication ..	6	5	...	11	
21	...	South Indian ...	Total number of trains run	8	30	74	112		
			Total number of trains fitted with communication...	4	..	...	4		

APPENDIX 25-B.

Statement showing the number of carriages provided with means of communication between passengers and guards and drivers on the 31st December 1906.

NUMBER.		Gauge.	RAILWAY SYSTEM (vide Appendix 38.)	Particulars.	1st.	2nd.	Inter.	3rd.	All other car- riages including composites.	TOTAL.	REMARKS.
Main head.	Sub-head.										
1	(a)	5' 6"	Bengal-Nagpur	Total number of carriages ...	26	29	26	309	476	956	Edward King's patent stop train alarm signals.
				Total number of carriages fitted with communication.	1	...	...	...	1	2	
2	(a) to (f)		Bombay, Baroda and Central India.	Total number of carriages ...	3	33	17	299	294	646	English chain system in connection with automatic vacuum brake.
				Total number of carriages fitted with communication.	20	9	...	...	19	48	
3	(a)		Eastern Bengal State.	Total number of carriages ...	15	16	45	224	419	719	Vacuum automatic brake alarm communication. Fourteen carriages have been provided with Edward King's stop train alarm signals.
				Total number of carriages fitted with communication.	9	9	16	58	78	170	Damber's patent alarm apparatus.
4	...		East Indian	Total number of carriages ...	89	77	88	971	1,270	2,495	Chain Pass; communication, English pattern.
				Total number of carriages fitted with communication.	26	39	...	...	85	150	
5	(a) to (f)		Great Indian Peninsula.	Total number of carriages ...	98	145	...	872	1,260	2,375	Automatic vacuum brake communication.
				Total number of carriages fitted with communication.	21	...	...	6	21	48	
6	(a) to (d)		Madras	Total number of carriages ...	38	79	4	568	550	1,229	Vacuum brake communication, King's device.
				Total number of carriages fitted with communication.	1	...	...	...	...	1	
9	(a) to (g)		North Western State.	Total number of carriages ...	82	91	133	972	1,374	2,552	Vacuum brake system.
				Total number of carriages fitted with communication.	64	...	5	15	136	220	
10	(a) & (b)		Oudh and Rohilkhand State.	Total number of carriages ...	40	33	39	323	425	860	
				Total number of carriages fitted with communication.	12	20	...	26	72	130	
3	(b) & (c)	Eastern Bengal State.	Total number of carriages ...	18	19	47	278	302	664		
			Total number of carriages fitted with communication.	12	13	13	62	45	145		
18	...	Jodhpur-Bikaner	Total number of carriages ...	7	6	17	94	93	217		
			Total number of carriages fitted with communication.	7	6	17	94	93	217		
2	(g) to (m)	Rajputana-Malwa	Total number of carriages ...	108	87	51	850	598	1,708	Electric communication.	
			Total number of carriages fitted with communication.	108	40	45	483	300	976		
			Total number of carriages ...	15	28	...	672	416	1,181		

APPENDIX 26.

Railways on which points and signals were interlocked and on which block instruments were used for train signalling at the close of the calendar year 1906.

NUMBERS.		Gauge.	RAILWAY SYSTEM. (Vide Appendix 28.)	Total number of stations on railway.	STATIONS AT WHICH POINTS AND SIGNALS WERE INTERLOCKED.		STATIONS AT WHICH BLOCK INSTRUMENTS WERE USED FOR TRAIN SIGNALLING.	
Main head.	Sub-head.				No.	Name of system of interlocking.	No.	Name of block instrument.
1	(a)	3' 6"	Bengal-Nagpur	240	101	81 List and Morse's . 20 Experimental .	16	2 Webb and Thomson's. 2 Dutton's. 13 Theobald's Train Key.
2	(a) to (f)		Bombay, Baroda and Central India	138	33	25 Mackenzie and Holland's . 8 Experimental .	85	59 Proce's single wire semaphores. Does not give out a token or tablet. 26 Experimental.
3	(a)		Eastern Bengal State	129	35	24 Ordinary double line interlocking. 11 Experimental .	22	Pryce and Ferreira's. Token not necessary. 76 Pryce and Ferreira's. Token not necessary.
4	...		East Indian	414	217	110 English system . 106 Dutton's .	255	76 Neal's Patent Voucher. 37 Tyer's Tablet. 58 East Indian Railway double line block instrument. 8 East Indian Railway tablet.
5	(a) & (b)		Great Indian Peninsula	264	68	47 English system . 18 List and Morse's .	264	506 Proce's. Does not give out a token or tablet. At some of these stations two kinds of instruments are used.
5	(c) to (f)		Indian Midland	143	17	3 Experimental . 11 Wrench's . 5 English system . 1 Experimental .	46	*85 Neal's. Proce's. Does not give out a token or tablet.
6	(a) to (d)		Madras	318	61	37 List and Morse's .	220	84 Winter's Block with starting semaphores. Does not give out a token or tablet. 16 Winter's Block without starting semaphores. Does not give out a token or tablet.
8	(a) & (b)		Nizam's Guaranteed State	45	2	24 Experimental . 1 List and Morse's . 1 Dutton's .	...	120 Theobald's Train Key.
9	(a) to (g)		North Western State	623	353	293 List and Morse's . 37 Tyer's . 20 Key locking . 3 Experimental . 103 List and Morse's .	37	11 Tyer's Tablet. 26 Tyer's double line block instruments.
10	...		Oudh and Rohilkhand State	191	116	13 Experimental .	2	Experimental.
11	...		Assam-Bengal	126	...	...	...	...
12	...		Bengal and North-Western	287	...	...	...	...
13	...		Bengal Dooms	29	...	...	...	...
14	...		Bhavnagar-Gondal-Junagadh-Portbandar	64	2	Experimental . 12 List and Morse's .	...	7 Sykes'. 2 Tyer's Tablet. 2 Neal's. 2 Theobald's Train Key.
15	...	Burma	236	24	12 Experimental .	13	...	
16	...	Doochur	1	...	...	...	...
17	...	Dibru-Sadiya	18	...	...	...	...
3	(b) to (d)	Eastern Bengal State	145	21	20 List and Morse's .	20	Tyer's Tablets.	
8	(c)	Hyderabad-Godavari Valley	47	42	1 Experimental . List and Morse's .	...	...
18	...	Jodhpur-Bikaner	85	...	...	...	...
19	...	Morvi	8	...	...	...	...
6	(e) & (f)	2' 6"	Nilgiri and Shoranur-Cochin	32	1	Experimental .	12	6 Winter's Block with starting semaphores. Does not give out a token or tablet. 6 Theobald's Train Key.
2	(g) to (m)		Rajputana-Malwa	295	101	87 Sydney Jones' .	45	42 Tyer's Tablet.
20	(a) & (b)		Rohilkund and Kumaon	61	4	14 Experimental . Experimental .	...	3 Experimental.
21	...		South Indian	243	35	25 List and Morse's . 7 Dutton's . 3 Experimental .	25	24 Winter's Block and Ticket issuing. 1 Experimental. 96 Winter's. Does not give out a token or tablet.
22	...		Southern Mahratta	244	1	Experimental .	106	6 Roberts' Key Staff. 4 Theobald's Train Key.
23	...		Udaipur-Chitor	7	...	...	...	...
24	...		Baraset-Basichat Light	11	...	...	...	...
25	...		Barsi Light	15	...	...	...	...
26	...		Bukhtiar-pore-Bihar Light	7	...	...	...	...
27	...		Cutch	2	...	...	...	...
2	(n) & (o)		Gadkwar's Dabhoi and Rajpura	32	1	Country made .	...	...
1	(b) to (e)		Jubbulpore-Gondia, Mourbhaj, Parake-medi Light and Rajpur-Dhamtari	54	...	...	...	...
9	(A) & (i)		Khushalgarh-Kohat-Thal and Nowshera-Durgai	21	...	...	...	...
30	...		Kalka-Simla	21	...	...	...	...
6	(g) & (h)	Morappur-Dharmapuri and Tirupattur-Krishnagiri	10	...	...	...	...
19	...	Morvi	2	...	...	...	...
20	(c)	Powayan Light	8	...	...	...	...
22	...	Tarakeshwar-Magra Light	16	...	...	...	...
23	...	Tatapore-Balipara Light	8	...	...	...	...
25	...	Darjeeling-Himalayan	11	...	...	...	...
5	(g)	Gwalior Light	23	...	...	...	...
26	...	Howrah-Amra Light	18	...	...	...	...
27	...	Howrah-Sheekhala Light	12	...	...	...	...
28	...	Jorhat	8	...	...	...	...
Total				4,717	1,235	...	1,168	...

Number.	Ry. system, vide App. SE.	Calendar year.	SOURCES OF SUPPLY.			DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON.									CONSUMPTION IN LBS.				REMARKS.
			NAME. (The name of the sources of supply is for coal only. Wood was supplied from various sources.)	AVERAGE DISTANCE CARRIED IN MILES. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.)		FOREIGN COAL.			INDIAN COAL.			WOOD.			(Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of 1 ton of coal to 2½ tons of wood.)				
				Coal.	Wood.	Quantity in tons.	Cost per ton.	Quantity in tons.	Cost per ton.	Quantity in tons.	Cost per ton.	Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.					
	D. C.	{ 1902 1903 1904 1905	Bengal.	{ 162 162 162	8,466 10,623 9,759	6·27 6·00 5·67	3·00 3·00 3·00	51·47 51·10 51·24	41·24 41·10 40·35	1,368·09 1,278·70 1,113·51	201·02 256·18 186·82	
1 a)	B. N.	{ 1902 1903 1904 1905 1906	Bengal and Umaria	{ 321 283 238 219 227	113,180 134,066 148,725 177,960 199,707	1·20 3·71 5·52 5·16 5·40	2·48 2·43 2·58 2·34 2·43	163 206 219 237 163	5·60 4·20 ...	5·60 ...	50·81 65·95 67·95 71·81 73·55	53·37 57·38 58·65 61·15 61·09	759·43 775·46 754·88 648·19 624·02	178·58 190·42 200·80 194·34 192·58	
1 b)	J. G. E.	{ 1903 1904 1905 1906	Bengal	{ 603 617 620 451	191 3,165 5,706 9,329	7·64 10·31 10·18 7·11	2·12 2·46 2·8 2·43	64·35 50·20 54·31 65·15	60·52 47·63 45·53 51·83	1,135·88 1,178·83 983·05 1,422·65	393·80 344·98 300·75 380·13	
1 c)	M. B.	{ 1905 1906	Bengal	{ 188 188	417 347	4·69 4·84	2·28 2·43	24·01 32·97	23·63 27·99	1,275·94 1,852·78	447·05 396·27	
1 d)	P. L. L.	{ 1902 1903 1904 1905 1906	Bengal	{ 603 567 495 495 495	350 363 361 354 296	7·96 7·40 8·70 8·52 8·67	2·37 2·12 2·46 2·28 2·43	41·56 44·43 44·19 43·74 35·56	39·06 42·06 42·38 40·30 33·22	5,515·54 3,873·00 2,685·67 2,375·43	664·51 627·00 512·19 510·78	
1 e)	R. D.	{ 1908 1909 1904 1905 1906	Bengal	{ 480 463 442 442 442	554 683 765 856 783	6·41 6·07 8·12 7·95 8·10	2·37 2·12 2·46 2·28 2·43	23·31 26·61 29·43 30·69 28·99	22·75 26·35 29·08 30·41 27·72	1,962·15 1,486·37 1,168·36 1,091·26 1,156·17	378·98 437·75 403·00 369·67 329·42	
2 a)	B. & C. I.	{ 1902 1903 1904 1905 1906	England, Bengal and Singaroi.	{ 128 121 129 148 145	65,559 63,173 67,666 75,769 64,635	15·98 14·16 12·92 12·33 12·95	...	2,063 2,226 2,344 2,494 2,491	3·27 3·00 3·00 3·06 3·27	...	58·11 57·58 59·27 57·81 57·18	48·99 48·16 49·22 48·43 47·42	513·66 514·46 536·53 514·00 478·02	154·80 148·09 152·36 149·83 112·15	
2 b)	G. D. & R.	{ 1902 1903 1904 1905 1906	Bengal.	{	1,039 1,417 1,246 1,384 1,833	21 70 83 207 79	24·18 25·50 25·39 27·05 28·91	24·02 25·17 25·12 26·90 28·80	
3 a)	E. B. S.	{ 1902 1903 1904 1905 1906	Bengal	{ 167 156 182 180 188	67,881 69,266 69,974 90,986 119,023	6·10 5·65 5·02 4·82 5·81	3·48 2·61 2·39 2·48 2·81	60·66 72·02 72·78 73·38 80·20	49·57 50·20 49·11 53·49 54·74	889·42		

APPENDIX 27—continued.

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1902 to 1906—contd.

Number.	Ry. system, vide App. 88.	Calendar year.	SOURCES OF SUPPLY.			DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON.								CONSUMPTION IN LBS.					REMARKS.		
			NAME. (The name of the source of supply is for Wood was supplied from various sources.)	AVERAGE DISTANCE CARRIED IN MILES. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.)	Quantity in tons.	FOREIGN COAL.		INDIAN COAL.				WOOD.				Per train mile.	Per engine mile.	Per 1,000 freight ton miles.		Per 1,000 gross ton miles.	
						Coal	Wood	Quantity in tons.	Cost per ton.		Quantity in tons.	Cost per ton.		Quantity in tons.	Cost per ton.						
									In-cluding freight.	Ex-cluding freight.		In-cluding freight.	Ex-cluding freight.		In-cluding freight.						Ex-cluding freight.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.							
5	G. I. P.	{ 1902 1903 1904 1905 1906 }	England, Bengal, Singareni, Umaria, Nerbunda and Warora.	{ 294 327 304 304 304 }	...	303	...	12.87	425,936	8.38	5.98	4,515	...	3.81	68.79	58.11	719.60	133.63			
5	G. L.	{ 1902 1903 1904 1905 1906 }	Bengal and Mohpani.	{ 750 535 535 535 }	...	...	...	...	1,400	16.00	2.75	...	...	...	35.03	35.03	...	...	
6	M.	{ 1902 1903 1904 1905 1906 }	England, Bengal and Singareni.	{ 313 333 191 352 350 }	14 27 38 24 36	...	...	...	97,546	10.82	5.25	108,529	4.97	4.68	68.64	57.65	974.72	227.03	
6	N. S. C. M. D. & T. K.	{ 1902 1903 1904 1905 1906 }	England, Bengal and Singareni.	{ 241 688 148 207 ...	16 18 21 24 ...	1,875 1,662 2,430 2,517 2,580	31.67 29.00 25.35 24.38 25.13	27.57 29.17 22.54 20.58 21.33	...	13.60 14.34 12.48 ...	5.12 8.95 5.15 ...	8,315 5,889 5,116 4,502 6,168	4.43 4.61 4.48 4.62 ...	4.00 4.75 4.01 4.12 ...	72.38 61.42 61.30 60.50 40.85	66.69 54.08 54.18 52.45 41.29	4,399.75 2,409.43 2,605.03 2,637.03 3,111.6	654.46 309.85 423.46 424.76 455.45			
8	N. G. S.	{ 1902 1903 1904 1905 1906 }	Singareni	{ 103 131 132 81 86 }	...	...	...	...	30,215	...	1.66	...	...	...	67.00 61.02 61.03 67.30 50.24	56.75 71.91 59.72 43.19 47.98	567.37 547.72 533.22 514.65 504.29	173.91 160.08 158.74 151.58 153.51	
8	H. G. V.	{ 1902 1903 1904 1905 1906 }	Singareni	{ 341 947 947 991 206 }	...	...	...	...	14,442	6.98	1.86	...	...	...	40.12 30.66 40.66 39.50 37.59	36.11 35.55 36.85 35.70 39.68	1,026.21 1,311.64 986.72 825.63 753.84	219.62 217.01 205.73 201.86 194.36	
9	N. W.	{ 1902 1903 1904 1905 1906 }	England, Bengal, Dandot, Bhagun-wala and Khos.	{ 7899 7888 7838 7838 7888 }	...	7,206 3,736 1,650 12,373 2,872	...	20.61 19.00 ...	248,279 258,111 370,454 431,520 476,877	...	...	122,823 216,097 163,151 76,386 77,142	5.81 5.31 5.35 ...	...	52.84 52.12 57.16 59.82 62.32	46.36 46.47 50.12 52.16 53.67	503.61 555.78 481.27 514.08 551.86	160.45 177.85 166.94 172.02 178.14	
9	K. K. T. & N. D.	{ 1902 1903 1904 1905 1906 }	Bengal and Dandot.	{ ... ... ... ... ... }	...	...	...	...	1,235 2,731 2,791 3,548	...	...	160 192 270 132 74	...	...	26.75 25.16 21.34 19.72 19.43	22.82 21.45 17.88 16.18 16.17	2,072.36 475.48 1,852.21 1,243.44 1,763.80	318.41 435.48 385.28 301.98 337.51	
10	O. & K.	{ 1902 1903 1904 1905 1906 }	Bengal	{ 674 595 603 603 603 }	...	...	...	...	88,775 108,040 119,278 131,445 142,789	9.38 7.76 7.46 7.43 8.26	2.33 2.15 2.13 2.13 2.47	...	...	...	51.68 54.41 53.39 50.17 61.69	44.36 46.99 47.68 49.19 52.24	819.01 819.59 791.59 919.40 929.53	172.21 177.85 179.43 228.20 204.73	
11	A. B.	{ 1902 1903 1904 1905 1906 }	Bengal and Assam.	{ 105 120 156 249 }	...	...	...	...	18,661 15,682 22,837 41,778 37,135	9.25 7.92 7.44 7.43 7.41	...	2,715 1,918	1.57 1.43	...	48.52 43.06 43.89 47.94 42.12	37.21 36.78 36.09 38.93 39.81	1,011.99 903.55 913.94 1,667.16 688.03	223.73 235.24 235.17 265.00 251.10	
12	B. & N. W.	{ 1902 1903 1904 1905 1906 }	Bengal.	{ 252 250 248 280 280 }	25 25 18 18 71	71,240 67,652 67,688 67,436 111,475	6.11 5.61 5.51 5.55 3.07	3.04 3.78 2.41 2.43 2.58	2,766 4,733 1,147 808 1,450	4.22 4.28	...	4.22 4.28 4.65 4.65 4.16	38.00 49.95 56.62 47.86 50.38	38.16 38.16 43.32 39.26 41.20	831.91 825.63 880.78 850.35 813.58	210.21 225.02 228.20 228.97 235.84		
(a) Reduced to Rs. 10.19 per ton from 15th November 1906.																					
* Including sea freight from England.																					
† Of Bengal coal only.																					
§ Bengal coal vid Kiamari Rs. 13.62 and vid Ghazabad Rs. 15.46.																					
|| Bengal coal from Kiamari Rs. 2.37 to Rs. 3.00 and Khosr and Dandot coal between Rs. 7 and Rs. 13 and Khosr patent fuel at Rs. 20.																					
¶ Bengal coal vid Kiamari Rs. 12.00 and vid Ghazabad Rs. 14.58.																					
** Bengal coal from Kiamari Rs. 3.50 and Khosr and Dandot coal between Rs. 7 and Rs. 13.																					
†† There was no importation of foreign coal during those years.																					
‡‡ Bengal coal vid Kiamari Rs. 11.08 and vid Ghazabad Rs. 14.82.																					
(a) Bengal coal vid Kiamari Rs. 11.93 and vid Ghazabad Rs. 13.84.																					
§§ Bengal coal from Kiamari Rs. 3.25, (B) Dand. coal Rs. 11.93 and Khosr and Dandot coal between Rs. 6.9 and Rs. 13.																					
(b) Bengal coal from Rs. 1.96 to Rs. 3.25 and Khosr and Dandot coal between Rs. 6.9 and Rs. 12.27.																					
(c) Bengal coal vid Kiamari Rs. 11.7 and vid Ghazabad Rs. 15.85.																					
(d) Bengal coal from Rs. 2.25 to Rs. 4.2 and Khosr and Dandot coal between Rs. 8 and Rs. 12.																					

APPENDIX 27—continued.

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1902 to 1906—contd.

		SOURCES OF SUPPLY.				DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON.						CONSUMPTION IN LBS.						REMARKS.	
		NAME. (The name of the source of supply is for coal only. Wood was supplied from various sources.)	AVERAGE DISTANCE CARRIED IN MILES. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.)	FOREIGN COAL.		INDIAN COAL.				WOOD.		(Calculated on the actual quantity of coal and wood reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.)							
				Coal.	Wood.	Quantity in tons.	Cost per ton.		Quantity in tons.	Cost per ton.		Quantity in tons.	Cost per ton.		Per train mile.	Per engine mile.	Per 1,000 freight ton miles.		Per 1,000 gross ton miles.
							In-cluding freight.	Ex-cluding freight.		In-cluding freight.	Ex-cluding freight.		In-cluding freight.	Ex-cluding freight.					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.					
	B. D.	{ 1902 1903 1904 1905 1906 }	Bengal	...	...	...	...	...	2,196 3,023 3,471 3,652 3,878	12-33 11-22 10-60 10-67 ...	2-75 ... ... ... ...	...	...	...	49-16 31-33 30-14 30-52 35-56	33-92 20-83 28-05 28-78 32-95	...	...	...
	B. G. J. P.	{ 1902 1903 1904 1905 1906 }	Eng-land, Bengal and Palana	{ 52 54 53 52 53 }	...	1,197 813 399 5 ...	23-23 23-24 23-23 23-23 ...	...	4,068 6,027 7,581 8,010 9,050	18-00 15-44 14-13 14-07 13-54	...	74 80 86 83 91	8-88 7-73 7-50 7-50 8-03	...	29-77 30-26 31-20 32-05 33-45	27-45 27-82 28-37 29-03 30-25	913-30 800-61 774-69 816-07 840-55	174-64 170-38 173-11 179-85 186-52	...
	B.	{ 1902 1903 1904 1905 1906 }	Eng-land, Bengal and Burma.	{ 120 109 128 150 162 }	...	3,114 908 399 248 83	26-75 21-36 21-22 21-21 21-21	...	62,124 72,740 78,494 95,711 94,751	12-57 10-63 10-47 10-33 10-70	...	55,474 66,406 52,977 28,003 22,912	3-95 3-81 4-54 5-06 4-74	...	52-32 51-98 49-98 50-58 45-51	42-54 42-70 41-42 41-49 37-66	972-47 1,087-55 981-89 959-94 836-51	255-40 258-16 240-27 237-11 211-50	...
	D.	{ 1902 1903 1904 1905 1906 }	Bengal	...	...	...	...	...	400 393 501	5-62 4-06 5-50	3-00 2-25	...	...	...	61-37 56-55 71-30	61-37 56-55...	...	...	...
	D. S.	{ 1902 1903 1904 1905 1906 }	Assam	...	...	...	...	...	4,616 3,983 4,438 5,012 6,664	8-50 8-50 8-50 8-50 8-50	8-50 8-50 8-50 8-50 8-50	26 12 10 4 ...	2-08 2-56 1-71 2-22 ...	1-28 2-00 1-71 2-22 ...	51-64 43-67 51-88 49-79 55-07	36-75 29-46 33-39 32-06 36-34	...	...	...
	J. B.	{ 1902 1903 1904 1905 1906 }	Bengal and Palana.	{ 467 358 314 651 581 }	...	...	...	...	18,231 22,420 27,832 24,689 28,268	11-59 11-98 10-84 11-27 12-39	5-55 7-36 6-13 5-30 8-02	4,981 120 152 155 163	4-34 4-38 3-62 3-90 3-71	4-34 4-38 3-62 3-90 3-71	47-63 52-50 50-31 51-51 48-96	45-42 40-61 55-34 48-39 45-57	1,060-85 1,018-95 1,137-75 876-54 806-95	261-70 267-31 267-67 246-73 237-56	...
	M. R. W.	{ 1902 1903 1904 1905 1906 }	Bengal.	{ 1,386 29 1,386 445 1,386 }	...	...	...	...	1,622 1,541 1,777 1,796 1,419	23-74 21-20 17-51 18-34 17-25	15-74 12-35 11-04 16-25 15-25	21 80 53 62 23	7-50 10-66 8-27 4-77 10-89	7-50 10-66 8-27 4-77 10-89	24-25 24-27 24-26 32-47 34-05	23-63 23-32 23-06 31-55 33-51	...	...	...
	R. M.	{ 1902 1903 1904 1905 1906 }	Bengal and Singa-roni.	{ 722 725 702 780 802 }	...	...	...	...	113,380 95,725 109,754 134,200 145,037	16-57 15-79 14-39 14-15 15-28	5-74 6-03 4-20 4-03 4-77	2,183 2,615 2,481 2,055 1,126	5-00 5-00 5-00 5-00 5-00	5-00 5-00 5-00 5-00 5-00	39-84 37-60 38-09 40-27 40-33	34-62 31-98 32-62 34-74 34-84	447-79 474-48 496-38 485-11 527-34	164-80 161-48 169-08 171-83 174-25	...
	R. & K.	{ 1902 1903 1904 1905 1906 }	Bengal	{ 677 677 606 605 612 }	...	...	...	...	2,068 1,792 1,719 8,942 8,749	13-82 11-46 13-63 11-03 10-85	2-56 2-87 3-00 2-85 2-75	17,503 17,105 10,673 8,938 17,779	...	3-18 3-27 3-47 2-94 3-49	32-00 30-91 32-25 43-29 45-98	25-98 25-25 20-28 34-79 36-55	631-90 613-87 639-13 794-75 500-71	188-86 173-58 183-90 237-60 121-08	...
	P. W. L.	{ 1902 1903 1904 1905 1906 }	Bengal	{ 655 ...	...	...	...	...	...	...	...	1,440 1,326 1,400 1,308 1,520	...	3-05 3-28 ...	21-08 19-08 21-31 20-89 21-94	19-91 17-81 19-96 19-41 20-74	...	...	...
	S. I.	{ 1902 1903 1904 1905 1906 }	Bengal and Singa-roni.	{ 83 82 83 81 79 }	...	...	...	...	58,273 60,096 68,680 72,314 73,541	13-11 12-18 11-40 11-39 11-63	...	10,782 10,518 11,265 9,477 5,587	5-01 4-91 4-09 5-01 4-94	...	36-44 37-71 38-21 38-90 38-38	33-19 34-23 34-70 38-74 33-13	822-47 774-08 840-81 802-70 777-07	200-97 205-48 213-52 200-51 190-22	...

*Prices are given at the place of delivery which is the place of storage.

† This distance is by rail; the distance by sea is 687 miles.

APPENDIX 27—concluded.

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1902 to 1906—concl'd.

NUMBER.	By system, vide App. 38.	SOURCES OF SUPPLY.				DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON.										CONSUMPTION IN LBS.				REMARKS.
		Calendar year.	NAME (The name of the source of supply is for coal only. Wood was supplied from various sources.)	AVERAGE DISTANCE CARRIED IN MILES. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.)	FOREIGN COAL.			INDIAN COAL.			WOOD.			(Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.)						
					Quantity in tons.	Cost per ton.		Quantity in tons.	Cost per ton.		Quantity in tons.	Cost per ton.		Per train mile.	Per engine mile.	Per 1,000 gross ton miles.	Per 1,000 gross ton miles.			
						In-cluding freight.	Ex-cluding freight.		In-cluding freight.	Ex-cluding freight.		In-cluding freight.	Ex-cluding freight.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.						
22 a) c)	M.	{ 1902 1903 1904 1905 1906 }	{ England Singapore and Bengal.	{ 403 351 316 82 365 }	{ 96 74 72 82 79 }	{ ... 133 2,418 }	{ ... 18 88 18 08 }	{ ... 18 88 15 00 }	{ 38,506 18,492 40,327 41,125 53,037 }	{ 13 67 14 25 13 99 13 68 13 60 }	{ 5 25 8 10 8 30 8 95 6 38 }	{ 62,422 65,629 69,209 70,137 74,743 }	{ 5 64 5 44 5 32 5 36 5 37 }	{ 4 08 4 10 4 03 4 00 4 03 }	{ 39 11 40 71 37 79 37 04 39 38 }	{ 34 71 36 27 33 28 32 82 35 07 }	{ 804 00 863 88 710 39 718 13 744 54 }	{ 215 09 219 75 201 83 200 65 211 10 }	{ }	
23	U. C.	{ 1902 1903 1904 1905 1906 }	{ Bengal Warora & Mohani.	{ 875 977 1,087 1,087 1,087 }	{ }	{ }	{ }	{ }	{ 893 183 701 762 906 }	{ 18 23 18 71 19 00 19 00 19 00 }	{ 4 62 3 65 2 25 2 25 3 75 }	{ 3 4 ... 11 10 }	{ 4 36 7 00 }	{ 7 00 }	{ 38 50 37 37 30 32 31 31 37 09 }	{ 36 02 35 02 28 51 29 88 34 74 }	{ 942 41 1,438 32 1,531 44 1,173 8 1,033 95 }	{ 192 23 207 76 185 59 167 86 177 89 }	{ }	
25	B. L.	{ 1902 1903 1904 1905 1906 }	{ Singa- roni.	{ 441 273 }	{ }	{ }	{ }	{ }	{ 77 ... 159 239 }	{ 14 50 }	{ 5 50 }	{ 655 566 700 742 1,102 }	{ 5 00 4 97 6 19 6 19 7 19 }	{ 5 30 4 97 6 19 6 19 7 19 }	{ 31 90 30 32 34 49 30 93 43 65 }	{ 31 14 29 82 32 82 29 93 42 29 }	{ 1,733 86 1,016 65 }	{ 668 00 }	{ }	
27	C.	{ 1905 1906 }	{ }	{ }	{ }	{ }	{ }	{ }	{ 123 215 }	{ 17 25 18 00 }	{ }	{ 2 3 }	{ 24 50 21 50 }	{ }	{ 64 16 29 71 }	{ 64 16 29 71 }	{ ... 3 76 }	{ ... 3 35 }	{ }	
30	K. S.	{ 1903 1904 1905 1906 }	{ Bengal	{ 1,021 1,018 1,016 904 }	{ }	{ }	{ }	{ }	{ 238 5,106 5,189 4,917 }	{ 20 00 21 00 17 50 18 15 }	{ 2 25 2 25 2 25 4 00 }	{ ... 144 13 3 }	{ ... 12 19 ... 14 00 }	{ }	{ 46 43 69 46 71 18 77 29 }	{ 35 75 39 97 65 00 67 56 }	{ 7,984 08 6,500 13 5,407 71 ... }	{ 1,135 26 912 22 893 13 ... }	{ }	
32	B. P.	{ 1902 1903 1904 1905 1906 }	{ Bengal	{ 126 157 157 157 157 }	{ }	{ }	{ }	{ }	{ 979 969 1,083 1,128 1,428 }	{ 5 39 5 36 4 44 4 33 4 24 }	{ 2 75 2 92 2 03 1 56 1 81 }	{ }	{ }	{ }	{ 25 29 25 27 26 92 28 53 34 24 }	{ 23 92 24 10 25 37 26 92 32 33 }	{ }	{ }	{ }	
33	T. B.	{ 1902 1903 1904 1905 1906 }	{ Assam	{ }	{ }	{ }	{ }	{ }	{ 398 323 580 613 673 }	{ 13 50 11 81 13 10 13 50 13 50 }	{ }	{ }	{ }	{ }	{ }	{ 26 76 35 40 36 52 38 85 40 41 }	{ }	{ }	{ }	
35	D. H.	{ 1902 1903 1904 1905 1906 }	{ Bengal	{ }	{ }	{ }	{ }	{ }	{ 3,422 4,666 4,697 5,025 4,799 }	{ 15 30 13 94 10 99 7 84 10 00 }	{ 7 12 8 12 2 50 2 25 2 50 }	{ }	{ }	{ }	{ 40 81 53 23 41 23 44 68 46 08 }	{ 40 81 53 23 40 83 44 68 46 08 }	{ }	{ }	{ }	
38	J.	{ 1903 1904 1905 1906 }	{ Assam	{ 9 11 12 ... }	{ }	{ }	{ }	{ }	{ 778 690 864 946 }	{ 13 76 13 61 13 61 13 61 }	{ 13 62 ... 8 50 8 50 }	{ }	{ }	{ }	{ 33 15 34 61 35 90 41 76 }	{ }	{ }	{ }	{ }	
TOTAL		{ 1902 1903 1904 1905 1906 }	{ }	{ }	{ 21,469 17,896 17,432 }	{ }	{ }	{ }	{ 2,081,992 2,203,188 2,447,341 }	{ }	{ }	{ 402,442 497,185 395,297 }	{ }	{ }	{ }	{ }	{ }	{ }	{ }	
* 12 miles from Steamer Ghat to Jorhat; 180 miles from Ledo to Moriant.																				
† Excluding the Bokharo-Dehar, Bana-ghat-Krishnagar, Thakur-Duyin, and Howrah-Amra and Howrah-Sheekhala Light railways.																				
‡ Excluding the Bokharo-Dehar, Thakur-Duyin, and Howrah-Amra and Howrah-Sheekhala Light railways.																				
§ Excluding the Deo-ghur and Barsoi-Basirhat railways and the railways named in the remarks.																				

APPENDIX 28.

Coal mined in India during the calendar years 1885 to 1906.

Years.	QUANTITY MINED IN EACH PROVINCE.											Quantity of Indian coal consumed by railways in India.	QUANTITY OF INDIAN COAL EXPORTED BY SEA.		QUANTITY OF FOREIGN COAL IMPORTED INTO INDIA.	
	Bengal.	Central Prov. inces.	Assam.	Central India.	Nizam's territory.	Punjab.	Kashmir.	Bala-chistan.	Rajputana (Bikaner).	Madras.	Burma.	Total.	To Indian ports, excluding Burma.	To ports outside India, including Burma.	From United Kingdom.	From other countries.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885.	1,123,700	119,116	43,707	7,698	...	...	...	...	...	...	...	1,204,221	486,716	500	778,043	40,659
1886.	1,186,902	117,287	70,859	13,559	...	...	...	...	...	...	...	1,358,487	470,675	199	608,492	44,652
1887.	1,319,090	126,981	89,302	15,497	3,279	7,523	...	411	...	...	...	1,564,063	438,774	315	786,149	43,010
1888.	1,390,594	157,768	101,528	41,580	13,382	11,249	...	2,802	...	...	...	1,708,908	551,770	15,796	785,776	20,463
1889.	1,541,356	144,165	110,676	52,956	59,646	22,835	...	8,238	...	...	...	1,916,172	715,240	39,972	717,024	52,180
1890.	1,620,245	137,022	145,708	77,842	125,486	10,677	...	15,541	...	...	...	2,168,521	654,829	26,336	631,725	21,927
1891.	1,717,122	141,736	154,268	89,741	144,668	60,714	...	10,368	...	20	...	2,328,577	797,142	4,515	726,069	17,944
1892.	1,920,050	132,005	164,050	88,633	119,601	66,352	...	13,284	...	61	3,670	2,537,896	885,492	15,725	628,374	24,123
1893.	1,902,866	135,118	164,420	94,448	157,121	77,294	...	20,694	...	562	9,938	2,562,001	924,900	52,302	616,319	18,066
1894.	2,035,934	140,193	169,448	132,837	240,525	66,467	...	24,753	...	1,387	12,111	2,823,907	1,062,748	149,813	675,043	57,112
1895.	2,716,155	122,776	172,717	118,179	292,915	72,403	...	25,458	...	1,737	17,289	3,540,019	1,119,621	162,276	773,675	15,458
1896.	3,037,920	141,155	177,259	115,386	262,681	79,017	...	26,257	...	...	22,093	3,863,698	1,182,051	389,842	524,420	33,212
1897.	3,142,497	131,629	185,583	124,778	365,559	92,792	...	12,043	...	...	11,472	4,066,204	1,338,120	731,742	399,979	47,016
1898.	3,622,090	149,709	200,329	134,726	394,622	85,862	...	13,372	811	...	6,975	4,668,196	1,418,241	737,689	490,290	34,209
1899.	4,035,265	156,576	225,623	164,569	401,216	81,835	...	15,822	4,249	...	8,105	5,093,260	1,560,771	672,311	467,306	496,451
1900.	4,978,492	172,842	216,726	164,489	469,291	74,083	...	23,281	9,250	...	10,228	6,118,692	1,858,061	1,030,709	711,874	43,939
1901.	5,467,585	191,516	254,100	164,362	421,218	67,730	...	24,656	12,094	...	12,466	6,635,727	1,956,631	1,157,892	845,953	79,103
1902.	6,259,286	196,981	221,006	171,538	455,424	55,973	1,090	33,889	16,503	...	13,302	7,424,402	2,001,892	974,602	725,316	198,574
1903.	6,861,212	159,154	239,328	193,277	362,733	43,704	999	46,909	21,764	...	9,806	7,438,386	2,203,889	1,235,318	723,873	139,711
1904.	7,063,680	139,027	268,705	185,774	419,546	45,594	270	49,867	45,078	...	1,105	8,216,706	2,447,341	1,447,867	893,885	176,703
1905.	7,234,168	147,265	277,065	157,701	454,294	62,622	...	41,725	42,964	...	...	8,417,739	2,668,424	1,635,268	1,144,660	147,760
1906.	7,896,393	92,848	285,490	170,292	467,924	79,000	...	42,164	32,872	...	1,222	10,261,714	2,878,281	1,630,793	1,394,732	199,215

* Revised.

† Approximate.

APPENDIX 29.

State Collieries worked by Railway Companies or by the State.

PARTICULARS.	KURHUBAREE AND SERAMPORE.		WARORA.		MOHPANI.		DANDOT.		KHOST.		HARANPUR PREPARED FUEL FACTORY.		REMARKS.
	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	
Name of owner.	East Indian railway.		State.		Great Indian Peninsula railway.		North Western railway.		North Western railway.		North Western railway.		
Capital outlay Rs.	22,34,832	22,85,121	13,24,839	12,84,360	6,56,458	7,02,912	2,13,486	2,08,177	3,05,815	3,05,760	80,701	72,618	East Indian railway.—Capital outlay is approximate and is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1900.
Output { Large coal. Tons	512,150	510,044	93,306	21,714	19,192	24,210	23,624	23,917	4,359	852	...	...
Small coal. Tons	19,226	20,060	29,709	7,613	...	...	25	140	296	73	...	...
Slack coal. Tons	86,628	87,875	...	...	3,806	3,203	14,513	14,574	28,885	31,575	...	...
Total. Tons	618,004	623,979	123,015	32,327	22,998	27,503	43,162	43,661	34,140	32,500	6,162	6,541	
Quantity issued Tons	627,020	649,950	122,843	32,498	23,388	25,944	43,162	43,661	34,140	32,500	6,162	6,541	Warora.—The decrease in the capital outlay in 1906 was due to sinking fund credits. The working of the colliery has been abandoned from 1st May 1900.
Gross earnings Rs.	11,20,869	10,81,339	5,67,546	1,77,470	1,16,056	1,44,457	3,25,404	3,40,218	3,01,444	2,73,610	68,426	75,322	Mohpani.—Purchased by the State with effect from the 1st July 1901.
Working expenses Rs.	11,20,800	10,81,339	3,80,477	1,30,513	1,68,815	1,77,997	3,21,843	3,45,719	2,93,050	2,95,382	67,075	71,149	Dandot.—The decrease in the capital outlay in 1906 was due to depreciation on the cost of works completed up to the end of the year and to a reduction of the Stores Imprest Account.
Net earnings or loss Rs.	...	...	1,87,069	46,927	52,750	33,510	3,561	5,491	8,394	21,772	1,351	4,073	Khost.—The decrease in the capital outlay in 1906 was due to the charge for capital outlay being exceeded by annual depreciation.
Percentage on capital.	...	...	14.12	3.65	...	...	1.06	...	2.75	...	1.67	5.61	Haranpur.—The decrease in the capital outlay in 1906 was due entirely to the amount written off for depreciation.
Average number of persons employed daily.	8,370	6,900	957	413	680	730	1,360	1,340	719	704	7	12	* Splint coal.
Number of tons raised per person employed.	74	90	125	78	34	35	32	33	48	46	2	1	
Number of persons killed.	1	1	...	...	...	...	1	...	5	5	...	...
Number of persons injured.	10	10	4	2	1	1	4	4	1	1	...	...

APPENDIX 30.

Accidents and casualties to trains on railways treated as one System during the calendar years 1905 and 1906.

Description.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, IX of 1890, i.e., serious accidents.		Other accidents.		Total number of accidents.		NUMBER OF PASSENGERS AND OTHERS. (Figures in italics were non-passengers.)				NUMBER OF SERVANTS.				TOTAL OF ALL CLASSES.			
							Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
	1905	1906	1905	1906	1905	1906	1905	1906	1905	1906	1905	1906	1905	1906	1905	1906	1905	1906
1. Collisions between passenger trains or parts of passenger trains	5	5	4	6	9	11	...	1	30	24	...	3	5	6	...	4	35	30
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	20	40	31	26	51	66	1	3	63	$\left. \begin{matrix} 77 \\ 4 \end{matrix} \right\}$	1	7	24	36	2	10	87	117
3. Collisions between goods trains or parts of goods trains	11	20	57	71	68	91	1	...	4	...	1	8	36	31	2	8	40	31
4. Collisions between light engines	3	1	32	43	35	44	...	...	...	...	2	...	5	5	2	...	5	5
5. Passenger trains or parts of passenger trains leaving the rails	74	74	83	79	156	153	...	...	5	17	...	1	10	4	...	1	15	21
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	7	9	365	385	372	394	...	1	...	4	...	...	5	4	...	1	5	8
7. Trains or engines travelling in the wrong direction through points	9	11	88	143	97	154	...	...	17	...	...	...	6	1	...	...	23	1
8. Trains running into stations or sidings at too high a speed	5	4	27	24	32	28	...	...	7	...	...	3	3	...	...	3	10	...
9. Trains running over cattle on the line	14	6	3,274	3,632	3,288	3,638	...	...	6	5	1	...	2	1	1	...	8	6
10. Trains running over obstructions on the line	15	18	165	162	180	180	$\left\{ \begin{matrix} 1 \\ 3 \end{matrix} \right\}$	$\left\{ \begin{matrix} 1 \\ 6 \end{matrix} \right\}$	$\left\{ \begin{matrix} 15 \\ 5 \end{matrix} \right\}$	$\left\{ \begin{matrix} 15 \\ 12 \end{matrix} \right\}$	2	2	1	4	6	9	6	31
11. Trains running through gates at level crossings	1	...	27	35	28	35	...	3	...	...	...	...	...	2	...	3	...	2
12. The bursting of boilers of engines . . . . .	...	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
12 (a) The bursting of tubes, etc., of engines	1	...	298	288	299	288	...	...	...	...	...	...	...	...	...	...	...	...
Carried over	165	188	4,454	4,894	4,619	5,082	$\left\{ \begin{matrix} 2 \\ 4 \end{matrix} \right\}$	$\left\{ \begin{matrix} 6 \\ 9 \end{matrix} \right\}$	$\left\{ \begin{matrix} 122 \\ 15 \end{matrix} \right\}$	$\left\{ \begin{matrix} 137 \\ 21 \end{matrix} \right\}$	7	24	97	84	13	39	234	252

APPENDIX 30—concluded.

Accidents and casualties to trains on railways treated as one System during the calendar years 1905 and 1906—concl'd.

DESCRIPTION.	Accidents reported to Local Government under section 88 of the Indian Railways Act, 1890, i.e., serious accidents.		Other accidents.		Total number of accidents.		NUMBER OF PASSENGERS AND OTHERS. (Figures in italics were not passengers.)				NUMBER OF SERVANTS.				TOTAL OF ALL CLASSES.			
							Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.
Brought forward	165	188	4,454	4,894	4,619	5,082	{ 2 4	{ 6 9	{ 122 15	{ 137 21	{ 7 7	{ 24 24	{ 97 94	{ 94 94	13	89	234	252
13. The failure of machinery, springs, etc., of engines	3	...	818	756	816	756	...	...	...	...	1	1	1	...	1	1	1	...
14. The failure of tyres	...	...	13	5	13	5	...	...	...	...	...	...	3	...	...	...	...	3
15. Ditto of wheels	...	...	7	16	7	16	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	10	6	59	71	69	77	...	...	...	...	...	...	1	...	...	...	...	1
17. Ditto of brake apparatus	...	1	4	6	4	7	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	2	6	330	353	332	359	...	...	...	29	...	1	5	4	...	1	5	38
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	4	3	4	3	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	1	1	158	130	159	131	...	...	...	...	...	...	1	...	...	...	1	...
21. The flooding of portions of permanent-way	39	36	106	158	145	194	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or on bankments	7	10	85	64	62	74	...	...	...	1	2	1	1	...	2	1	1	1
23. Fire in trains	2	3	209	150	211	153	1	3	1	2	...	1	...	1	1	4	1	3
24. Fire at stations, or involving injury to bridges or viaducts	2	10	57	52	59	62	1	2	...	...	...	3	1	5	1	5	1	5
25. Other accidents	18	31	605	721	623	752	...	...	17	{ 25 1	5	8	9	40	5	8	26	66
TOTAL	249	292	6,874	7,379	7,123	7,671	{ 3 5	{ 9 17	{ 140 15	{ 194 22	{ 15 15	{ 39 39	{ 115 148	{ 148 148	23	59	270	364

Numerical return of servants of all races employed on each railway system (open lines only) and

NUMBER.		RAILWAY SYSTEM. (Vide Appendix 38)	NUMBER OF SERVANTS EMPLOYED.							
Main head.	Sub-head.		Europeans.		Eurasians.		Natives.		Total.	
			1905. Revised.	1906.	1905. Revised.	1906.	1905. Revised.	1906.	1905. Revised.	1906.
1	...	Bengal-Nagpur	447	545	754	726	23,757	28,494	24,958	29,765
2	(a) to (f) & (n) & (o).	Bombay, Baroda and Central India	297	229	271	217	15,783	16,384	16,291	16,890
3	...	Eastern Bengal State	327	379	411	517	26,762	30,516	27,490	31,412
4	...	East Indian	1,506	1,531	1,026	1,064	76,497	82,221	70,029	84,819
5	...	Great Indian Peninsula	1,103	1,138	998	971	65,617	67,710	67,718	69,819
6	...	Madras	268	308	1,616	1,666	24,386	25,667	20,270	27,641
8	...	Nizam's Guaranteed State	72	90	382	390	7,634	7,854	8,088	8,334
9	...	North Western State	888	986	718	748	61,660	64,337	63,366	66,096
10	...	Oudh and Rohilkhand State	317	322	359	311	21,273	21,660	21,049	22,493
11	...	Assam-Bengal	85	84	95	103	5,774	6,311	5,954	6,498
12	...	Bengal and North-Western	166	173	195	237	20,022	21,779	20,383	22,189
13	...	Bengal Doon	4	4	4	4	1,170	1,167	1,178	1,175
14	...	Bhavnagar-Gondal-Junagad-Forbandar	9	7	30	30	2,661	2,742	2,700	2,779
15	...	Burma	209	160	616	607	13,673	15,105	14,498	15,872
16	...	Deoghur . . . . .	...	...	1	1	66	66	67	67
17	...	Dibru-Sadiya	9	9	...	...	983	1,053	992	1,062
18	...	Jodhpur-Bikaner	11	11	6	4	3,515	3,771	3,532	3,786
19	...	Morvi	1	1	2	2	388	388	391	391
2	(g) to (m)	Rajputana-Malwa	444	462	489	513	28,072	28,154	29,005	29,129
20	...	Rohilkund and Kumaon	27	25	19	24	3,450	3,571	3,496	3,620
21	...	South Indian	157	158	748	717	15,028	15,118	15,633	16,018
22	...	Southern Mahratta	188	170	422	459	15,003	15,358	15,613	15,987
23	...	Udaipur-Chitor	2	2	...	...	369	362	370	364
24	...	Baraset-Basirhat Light . . . . .	...	...	1	1	109	153	170	154
25	...	Barsi Light	2	2	4	6	178	350	184	358
26	...	Bukhtiarporo-Dehar Light	1	1	...	...	111	115	112	116
27	...	Cutch	1	1	...	...	55	55	56	56
30	...	Kalka-Simla	16	17	...	...	312	325	323	342
32	...	Tarakeshwar-Magra Light . . . . .	...	...	1	1	225	228	226	229
33	...	Tozporo-Balipara Light	2	2	2	2	188	190	192	194
35	...	Darjeeling-Himalayan	24	24	10	9	865	894	899	927
36	...	Howrah-Amra Light	5	5	1	1	370	445	376	451
37	...	Howrah-Sheakhala Light . . . . .	...	...	...	...	104	95	104	95
38	...	Jorhat	1	1	...	...	214	225	215	226
TOTAL			6,529	6,850	9,181	9,386	496,323	463,108	452,033	470,284

DIX 31.

the amounts deposited by them in the Provident Fund at the close of the calendar year 1906.

AMOUNT DEPOSITED IN PROVIDENT FUND.						REMARKS.
Number of depositors.		Amount at credit on the 31st December 1905.				
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit.	
		Rs.	Rs.	Rs.	Rs.	
286	4,338	1,99,773	12,12,186	9,22,107	23,34,066	Excludes the Provident Fund transactions of the Godhra-Rutlan-Nagda railway which are included with those of the Rajputana-Malwa railway.
2	8,119	26,549	17,22,352	18,14,663	35,64,064	
175	5,938	25,000	14,35,741	12,35,708	26,96,449	Amounts under voluntary and compulsory deposits and bonus given by the railway are not available.
7,128	10,420	...	...	...	1,40,67,987
3	8,057	1,027	1,03,78,634	...	1,03,79,661	The bonus given by the railway is included in the amount at the credit of voluntary and compulsory depositors.
117	6,510	1,30,543	19,57,419	15,90,157	36,78,119	
...	1,440	...	6,01,902	5,45,136	11,47,038	
449	8,941	1,00,269	35,50,260	31,88,433	68,38,692	
148	3,302	31,351	10,08,543	8,63,414	19,03,308	
...	1,122	...	2,51,284	1,61,230	4,43,523	
10	2,294	69,161	8,70,907	8,21,083	17,61,156	
...	180	...	33,744	27,294	61,038	
170	479	35,874	2,05,640	1,50,087	3,91,601	
...	3,038	...	9,66,962	7,71,760	17,38,722	
...	
...	
33	396	6,577	91,099	81,933	1,79,609	* Information not available owing to destruction of records by fire.
...	77	...	19,415	2,801	22,216	
...	
1	564	123	1,71,073	1,46,872	3,18,068	
22	2,951	8,043	12,33,921	7,05,838	19,47,807	
...	3,768	...	13,92,399	7,06,442	20,98,841	
...	33	...	7,710	3,596	11,306	
...	19	...	993	840	1,833	
...	
...	18	...	1,553	1,133	2,686	
...	
1	160	50	7,510	6,908	14,474	
...	
...	
...	145	...	1,34,939	76,912	2,11,852	
...	86	...	13,541	6,119	19,660	
...	12	...	2,268	1,463	3,731	
10	30	1,010	6,848	3,781	11,589	
8,555	67,482	6,35,885	2,73,09,340	1,38,34,974	5,58,47,606	

APPENDIX 32.

Number of men enrolled in Railway Volunteer Corps on the 31st December 1906.

NUMBER.		Corps.	ENROLLED STRENGTH.					Total number of European and Eurasian servants on open lines of railway.	Sergeant Instructors furnished by the Army.	REMARKS.
			EFFICIENTS.			Non-efficient.	Total number of volunteers of all nationalities in corps, including servants on construction work.			
			Officers.	Non-Commissioned officers.	Volunteers.					
Main head.	Sub-head.									
1	...	Bengal-Nagpur ...	36	118	1,012	22	1,188	1,271	10	
2	(a) to (f) & (n) & (o)	Bombay, Baroda and Central India— First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles ...	18	92	442	3	555	446	5	
3	...	Eastern Bengal State ..	18	94	712	10	834	896	4	
4	...	East Indian ...	76	207	2,097	36	2,416	2,598	18	
5	...	Great Indian Peninsula— First Battalion, Great Indian Peninsula Railway Volunteer Rifles ...	47	193	1,261	11	1,512	2,109	13	
6	...	Madras ...	45	197	1,286	32	1,560	1,974	12	
8	...	Nizam's Guaranteed State— Hyderabad Volunteer Rifles ..	8	23	152	30	213	480	3	
9	...	North Western State ...	44	140	1,034	53	1,271	1,739	12	
10	...	Oudh and Rohilkhand State— Oudh and Rohilkhand Railway Volunteer Rifles ...	15	74	433	10	532	633	4	
		Oudh and Rohilkhand Railway Reservists ...	2	6	59	..	67		...	
		Oudh Light Horse ...	...	1	1	...	2		...	
11	...	Assam-Bengal ..	18	27	223	...	268	187	3	
12	...	Bengal and North-Western— Bengal and North-Western Railway Volunteer Rifles ...	22	45	260	...	327	410	5	
		United Provinces Light Horse, Gorakhpur Squadron ...	2	7	35	1	45		1	
14	...	Bhavnagar-Gondal-Junagad-Forbandar— First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company ...	1	7	22	..	30	37	1	
15	...	Burma ...	29	83	635	28	774	767	9	
19	...	Morvi— First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company ...	...	1	1	...	2	3	...	
3	(g) to (m)	Besantpur-Malwa— Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles ...	29	91	656	7	783	975	11	
20	...	Rohilkhand and Kumaon— Bengal and North-Western Railway Volunteer Rifle Corps ...	...	2	32	2	36	49	1	
21	...	South Indian ..	27	72	503	5	607	875	8	
22	...	Southern Mahratta ..	25	130	608	...	763	829	7	
23	...	Udaipur-Chitor— Bombay, Baroda and Central India Railway Volunteer Rifles ...	...	1	1	...	2	2	...	
32	...	Tamrakeswar-Magra— East Indian Railway Volunteer Rifles ...	...	...	1	...	1	1	...	
35	...	Darjeeling-Himalayan— Northern Bengal Mounted Rifles, "A" and "B" Troops ...	1	3	13	...	17	33	1	
TOTAL ...			457	1,619	11,470	250	13,805	16,104	128	

APPENDIX 33.

Strength and cost of the Police force on each Railway system (open lines), and the amount of compensation payments on account of claims for goods lost or damaged, for the calendar year 1906.

NUMBER.		RAILWAY SYSTEM. (Vide Appendix 38.)	Subordi- nate officers.	Consta- bles and men.	PORTION OF THE TOTAL ANNUAL COST BORNE BY THE RAILWAY.				Cost of force to the railway per mile open.	Compen- sation payments on account of claims for goods lost or damaged.	REMARKS.
Main head.	Sub- head.				Supervi- sion.	Consta- bles and men.	Contingencies.	Total cost of force to the railway.			
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	...	Bengal-Nagpur	15	836	17,953	59,554	4,953	82,460	40-16	48,887	
2	(a), (c) to (f) & (n) & (e).	Bombay, Baroda and Central India.	79	578	28,051	68,939	7,625	99,615	115-66	44,334	
3	...	Eastern Bengal State . . .	100	976	780	75,404	85	76,269	57-41	1,63,695	
4	...	East Indian	78	2,105	61,395	1,58,638	48,537	2,68,570	110-49	73,672	
5	...	Great Indian Peninsula . .	38	1,660	68,667	1,41,539	21,351	2,31,557	77-36	1,03,657	
6	...	Madras	23	783	14,506	89,491	9,674	1,13,271	71-10	6,854	
8	...	Nizam's Guaranteed State .	3	391	17,634	40,011	4,200	61,845	83-27	1,380	
9	...	North Western State . . .	...	1,563	...	1,50,992	1,116	1,52,108	35-31	1,45,271	
10	...	Oudh and Rohilkhand State .	9	659	5,728	47,752	1,742	55,222	41-70	20,337	
11	...	Assam-Bengal	5	229	8,603	17,767	1,814	28,184	36-56	3,090	
12	...	Bengal and North-Western .	29	655	3,130	59,754	1,171	64,055	41-43	6,329	
13	...	Bengal Dockers . . . . .	...	10	...	1,063	...	1,063	6-98	401	
14	...	Bhavnagar-Gondal-Junagad-Por- bandar.	26	123	16,787	11,198	6,807	34,592	75-95	472	
15	...	Burma	87	480	29,937	75,897	18,109	1,23,743	92-34	16,329	
16	...	Jodhpur-Bikaner	3	41	1,860	4,217	614	6,700	8-04	6,072	
17	(b) & (g) to (m).	Rajputana-Malwa	117	1,022	37,200	82,443	10,142	1,29,885	59-55	59,947	
18	...	Morvi	6	14	658	5,695	240	6,538	69-66	22	
19	...	Rohilkund and Kumaon . . .	12	172	1,741	13,548	1,487	16,776	47-27	1,207	
20	...	South Indian . . . . .	...	247	...	71,953	...	71,953	52-89	5,066	
21	...	Southern Mahratta	14	753	22,790	87,946	8,750	1,19,486	71-47	8,669	
22	...	Barsi Light	1	7	256	772	25	1,053	13-41	58	
23	...	Kalka Simla	1	44	329	2,901	40	3,270	55-01	682	

APPENDIX 34.

Transactions of the Fine Funds for the calendar year 1906.

NUMBER.		RAILWAY SYSTEM. (Vide Appendix 38.)	ASSETS.				DISBURSEMENTS.						Balance on 31st December 1906.
Main head.	Sub-head.		Balance on 31st December 1906. (Revised.)	Fines and bonus forfeited during 1906.	Interest on balance.	Total.	Hospitals for sick employees.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	...	Bengal-Nagpur	28,718	18,439	745	47,902	...	...	1,235	4,300	6,595	12,130	85,772
2	(a), (c) to (f) & (n) & (o).	Bombay, Baroda and Central India	2,622	5,890	64	8,576	107	607	240	860	5,622	7,436	1,140
3	...	Eastern Bengal State	12,878	10,501	392	23,771	...	242	3,510	6,183	1,659	11,594	12,177
4	...	East Indian	1,06,719	16,481	3,072	1,26,272	...	233	2,319	18,035	24,420	45,007	81,265
5	...	Great Indian Peninsula	10,641	15,829	594	33,061	...	4,667	1,120	2,432	15,330	22,949	10,112
6	...	Madras	1,06,978	10,454	4,100	1,21,532	105	10,327	2,753	114	17,380	30,631	90,848
8	...	Nizam's Guaranteed State	9,410	2,584	331	12,325	...	...	120	...	772	802	14,433
9	...	North Western State	17,446	21,993	594	40,033	...	143	8,465	10,704	3,863	23,180	16,853
10	...	Oudh and Rohilkhand State	8,309	10,063	275	14,667	...	...	...	609	3,537	4,146	14,521
11	...	Assam-Bengal	9,662	10,753	...	20,415	...	130	661	3,816	7,193	11,800	8,615
12	...	Bengal and North-Western	90,083	13,878	1,454	1,05,445	...	63	1,125	1,593	5,186	7,967	97,478
13	...	Bengal Doon	1,618	657	41	2,316	...	...	142	505	...	647	1,669
14	...	Bhavnagar-Gondal-Junagadh-Porbandar	6,120	894	196	7,210	...	109	...	639	673	1,412	5,798
15	...	Burma	6,999	20,758	...	27,757	...	50	2,571	7,362	13,095	23,065	4,672
18	...	Jodhpur-Bikaner	6,810	2,724	...	9,534	...	...	245	730	...	918	8,576
19	...	Morvi	1,549	45	...	1,594	...	114	...	...	5	119	1,475
2	(b) & (d) to (m).	Rajputana-Malwa	Information not available owing to destruction of records by fire.										
20	...	Rohilkhand and Kumaon	29,549	3,049	983	33,581	...	...	...	940	...	940	32,641
21	...	South Indian	1,48,048	6,970	4,390	1,60,008	153	925	561	8,893	1,330	11,865	1,48,143
22	...	Southern Mahratta	1,706	4,653	30	6,448	9	200	1,201	2,425	475	4,400	2,058
23	...	Udaipur-Chitor	340	68	...	417	...	...	...	...	...	...	417
24	...	Baraset-Basirhat Light	...	78	...	78	...	...	...	...	79	78	...
26	...	Bukhtiarpore-Bihar Light	...	34	...	34	...	...	...	...	34	34	...
30	...	Kalka-Simla	547	396	...	943	...	...	...	240	23	263	680
33	...	Tarakeshwar-Magra Light	...	13	...	13	13	...	...	...	...	13	...
38	...	Tezporo-Balipara Light	16	67	...	83	...	...	56	...	...	66	27
35	...	Darjeeling-Himalayan	196	108	...	299	...	...	...	150	27	177	122
36	...	Howrah-Amta Light	...	223	...	223	...	...	...	...	223	223	...
37	...	Howrah-Sheekhala Light	...	39	...	39	...	...	...	...	39	39	...
38	...	Jorhat	373	106	11	490	...	...	...	...	120	120	370

APPENDIX 35.

Railway and Railway Aided Schools at the close of the calendar year 1906.

NUMBER.		RAILWAY SYSTEM. (Vide Appendix 38.)	RAILWAY SCHOOLS.										Expenditure.	RAILWAY AIDED SCHOOLS.					REMARKS.
			Number of schools.	ATTENDANCE.		CONTRIBUTIONS.						Number of schools.		AVERAGE DAILY ATTENDANCE.		RAILWAY GRANT.			
				Children.	Apprentices and workmen.	By Govt.	By Railway.		By school fees.	Total.	Children.			Apprentices and workmen.	From Revenue.	From Fund.			
							From Revenue.	From Fund.											
Main head.	Sub-head.		Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
1	...	B. N. { European	6	241	156	...	...	4,127	3,500	400	4,853	12,880	12,232	3	63	...	900	...
		Native .	3	244	194	...	...	...	875	835	905	2,615	3,732	...	...	...	...	...
2	(a) to (n) & (o)	B. & C. I. { European	3	79	58	6	5	528	3,280	165	2,375	6,826	6,224	18	62	...	3,123	...	
		Native .	2	10	7	18	16	239	393	75	225	932	883	...	...	...	...	...
3	...	E. B. S. { European	...	...	...	...	...	...	...	...	...	...	...	5	109	27	2,449	2,449
		Native .	5	96	73	269	91	...	1,081	...	...	1,081	1,081	13	373	...	1,061	1,061
4	...	E. I. { European	19	648	767	90	71	17,345	23,982	...	92,134	1,33,461	1,31,824	4	160	...	1,629	...	
		Native .	67	2,637	1,865	3,166	1,203	3,194	3,570	2,139	12,434	21,321	20,974	1	29	...	...	180
5	(a)	G. I. P. { European	5	253	210	...	...	2,709	12,943	833	2,678	19,223	19,223	8	76	...	3,615	163
		Native .	...	...	...	...	...	...	...	...	...	...	...	12	434	...	2,373	...
5	(b) to (U)	I. M. { European	2	108	70	...	...	1,120	4,679	124	1,222	7,145	7,115	2	8	...	46	...
6	...	M. { European	9	405	344	...	...	4,251	23,173	2,758	4,194	34,776	35,344	14	187	...	4,754	...
8	(a) & (b)	N. G. S. { European	2	78	60	...	...	...	1,668	...	139	2,207	1,819	3	139	...	510	...
		Native .	2	72	57	12	6	...	1,027	...	173	1,100	1,084	6	421	...	540	120	
9	...	N. W. { European	2	87	67	18	12	2,259	2,631	749	710	6,399	6,663	18	105	...	11,146	3,392	
		Native .	25	110	98	2,339	493	...	5,298	160	278	5,776	4,811	4	194	2	2,008	707	
10	...	O. & R. { European	4	46	38	37	33	525	2,631	...	1,038	4,344	3,206	17	76	...	7,915	...	
		Native .	3	...	...	91	33	...	362	...	...	362	362	3	142	...	1,189	...
11	...	A. B. { European	1	8	6	...	...	348	1,200	153	86	1,787	1,566	...	...	...	...	...
		Native .	...	...	...	...	...	...	...	...	...	...	...	2	35	...	...	508
12	...	B. & N. W. { European	2	70	61	...	...	1,770	2,709	1,125	961	6,416	5,623	...	...	...	...	...
		Native .	...	...	...	...	...	...	...	...	...	...	...	2	43	...	324	...
13	...	B. D. Native .	...	...	...	...	...	...	...	...	...	...	...	1	18	...	...	142
14	...	B. G. J. P. { European	1	25	16	...	...	...	996	...	898	1,394	1,279	...	...	...	...	...
		Native .	2	89	72	...	...	...	584	...	249	833	821	...	...	...	...	...
15	...	B. { European	3	67	45	18	17	2,010	75	675	1,476	4,236	4,117	16	33	...	423	423	
		Native .	2	140	95	17	16	2,444	415	1,105	2,214	6,268	5,389	13	37	...	278	278	
17	...	D. S. Native .	1	63	50	...	...	...	300	...	502	802	1,627	...	...	...	...	...
18	...	J. B. Native .	1	12	8	...	...	...	...	...	225	...	225	...	...	...	...	...
18	(c)	H. G. V. { European	2	50	35	...	...	...	737	...	240	977	772	...	...	...	...	...
		Native .	...	...	...	...	...	...	...	...	...	...	...	1	38	...	120	...
20	(g) to (m)	R. M. { European	7	177	138	95	86	2,415	3,316	3,120	4,278	13,129	13,010	1	65	...	180	...	
		Native .	5	258	206	80	74	960	586	1,447	2,245	5,238	5,230	...	...	...	...	...
21	...	S. I. { European	4	162	120	3	3	1,240	4,352	504	827	6,983	4,916	...	...	...	...	...
		Native .	1	58	44	...	...	115	470	...	202	787	470	...	...	...	...	...
22	...	S. M. { European	9	212	179	...	...	831	5,939	80	1,561	8,411	8,440	7	304	...	...	850
		Native .	6	181	150	103	85	156	1,050	250	1,393	2,849	2,516	1	108	...	...	111
23	...	T. B. Native .	1	...	...	29	9	...	32	56	...	88	88	...	...	...	...	...
Total			207	6,898	5,339	6,381	2,208	48,446	114,236	17,129	1,40,320	3,20,331	3,12,653	175	3,780	29	48,085	10,964	

APPENDIX 38.

History of open lines of railways, and of lines under construction or sanctioned for commencement, on the 31st December 1906.

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22	(f)	Hospet-Kottur	198	2	(f)	Tapti Valley	121
36	(a)	Howrah-Anto Light	209	32	(a)	Tarakeswar-Magra Light	206
37	(a)	Howrah-Shankhala Light	210	4	(d)	Turkesur	138
8	(c)	Hyderabad-Godavari Valley	157	33	(a)	Tezpur-Balipara Light	207
I				34	(a)	Thaon-Duyinzaik Light	207
5	(f)	Indian-Midland	146	21	(e)	Tinnevely-Quilon (Travancore) (British section)	193
J				12	(f)	Tinnevely-Quilon (Travancore) (Native State section)	193
2	(j)	Jaipur (Siwai-Madhopur)	124	6	(h)	Tirhoot	172
9	(c)	Jammu and Kashmir (Native State section)	160	U			
14	(c)	Jamnagar	173	23	(a)	Udaipur-Chitor	202
14	(d)	Jetalsar-Rajkot	177	V			
18	(a)	Jodhpur	183	2	(m)	Vijapur-Kalol-Kadi	127
19	(c)	Jodhpur-Hyderabad (British section)	184	W			
38	(a)	Jorhat	211	W			
1	(b)	Jubbulpore-Gondia extension	114	22	(j)	West of India Portuguese	200
9	(k)	Jullundur-Kapurthalla-Sultanpur (British section)	168				
9	(l)	Jullundur-Kapurthalla-Sultanpur (Native State section)	168				

APPENDIX 38.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 1} Sub-heads (a) to (g). **BENGAL-NAGPUR RAILWAY SYSTEM—**

Chairman—SIR SAMUEL HOARE, BART.

Managing Director—R. MILLER, Esq.

Offices—132, Gresham House, Old Broad Street, London.

Lines comprising the system.—The Bengal-Nagpur railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) { Bengal-Nagpur railway (5' 6" gauge)	1,342.58	399.50	1,742.08
{ East Coast (State) railway, Northern section (5' 6" gauge)	311.93	...	311.93
(b) Jabalpur-Gondia Extension, Bengal-Nagpur railway (2' 6" gauge)	245.05	45.62	290.67
(c) Mourbhaj railway (2' 6" gauge)	32.41	...	32.41
(d) Parlakimuli Light railway (2' 6" gauge)	24.62	...	24.62
(e) Raipur-Dhamtari branch, Bengal-Nagpur railway (2' 6" gauge)	56.94	...	56.94
(f) Gondia-Chanda (2' 6" gauge) . . . . .	...	212.40	212.40
(g) Purulia-Ranchi (2' 6" gauge) . . . . .	...	72.28	72.28
Total	2,053.53	729.80	2,783.33

Running powers—

Home line over Foreign lines :—

At Katni, East Indian railway } for passenger and goods trains	{ 0.30
At Asansol " " " } for passenger trains only	{ 0.50
At Howrah " " " } for passenger and goods trains	{ 1.00
At Nagpur, Great Indian Peninsula railway	{ 0.65
Waltair to Vizagapatam, including wharf and tow-up lines, Southern section, East Coast (State) railway	{ 4.97
Total	7.43

Foreign line over Home line :—

Great Indian Peninsula railway at Katni (for passenger trains only)	1.60
---	------

1 (a) Bengal-Nagpur railway (5' 6" gauge)—

Details of construction—

The open mileage of the Bengal-Nagpur railway, 5' 6" gauge, amounts to 1,694.51 miles, which may be divided into (1) *Bengal-Nagpur railway proper*, main line (Asansol to Nagpur), 626.83 miles, branches, 755.75 miles; and (2) *Northern section of the old East Coast (State) railway*, main line (Baraug to Waltair), 284.75 miles, branch, 27.18 miles. Of this 71.54 miles are double line. Besides these, 355.50 miles were under construction and 44 miles, Sini to Gurumashini were sanctioned for construction but not commenced.

The construction of the first portion of the main line, Asansol to Nagpur, was sanctioned in 1884 and opened through in 1891. The Sini-Howrah section was opened in 1900.

Permanent-way.—The line is laid with 75-lb. and 85-lb. steel rails on transverse wooden, steel and cast iron po sleepers.

Ballast.—The line is ballasted throughout with stone, except for a few miles on the Chakardharpore district where laterite is used.

Fencing.—The line is fenced only between Nagpur and Kamptee and at the more important stations, also at some of the station yards and first class level crossings on the Baraung-Waltair section.

Curves.—On the main line there are no curves sharper than 1,000 feet radius.

Gradients.—The ruling gradient between Asansol and Nagpur, and Bilaspur and Katni is 1 in 100; between Sini and Khargpur, 1 in 125; between Khargpur and Waltair, 1 in 150; between Khargpur and Howrah, and Khurda Road and Puri 1 in 200; and between Midnapore and Bhojudih, 1 in 200 in the down direction, and 1 in 125 in the up direction.

Terms of contracts—

The Bengal-Nagpur railway is worked under the following contracts :—

Contracts of—9th March 1887.—Bengal-Nagpur Railway Company's principal contract.

31st December 1891.—Contract for the construction and working of a branch line from Jharsuguda (Sambalpur Road) station on the main line to Sambalpur.

27th June 1901.—As to the raising of debenture capital for the construction of the Sini-Midnapore-Howrah and Midnapore-Cuttack extensions.

23rd January 1902.—Contract for the construction and working of the Raipur-Dhamtari (2' 6" gauge) feeder line with a branch to Rajim; an extension (5' 6" gauge) from Sini *via* Midnapore to Howrah, with branches from Midnapore to Cuttack and the Jbaria coal-fields; a line (2' 6" gauge) from Gondia to Jabalpur with branches from Nainpur to Mandla, Nainpur to Chhindwara; and for the working of the Northern section of the East Coast (State) railway as part of the undertaking.

The general conditions of the contracts are as follows :—

Government aid.—Free grant of land and guarantee of interest in sterling at 4 per cent. per annum on £3,000,000 share capital. On any further capital that may be required the guarantee to be 4 per cent. or such other rate as may be agreed upon.

Terms of contracts.—The contracts provide for the Company raising £3,000,000; any further money required being provided either by the Secretary of State upon such terms as may from time to time be mutually agreed upon, or by the Company within such periods and in such instalments as the Secretary of State may prescribe. Subject to the provisions of the contracts, all moneys raised by the Company become the absolute property of the Secretary of State.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 1} Sub-heads (a) to (g) **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (a) Bengal-Nagpur railway (5' 6" gauge)—*concl'd.***Terms of contracts—*concl'd.****Currency of contracts:—*

(1) *Principal contract.*—Government may determine the contract by giving twelve months' previous notice on the 31st December 1913 or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line be worked at a loss. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay at par the amount of the share capital which has been paid in by the Company.

(2) *Sambalpur branch contract.*—The contract for this branch brings it within the provisions of the original contract of 9th March 1887; but provides that the Government may purchase the branch at any time after 1st January 1895 on giving twelve months' notice.

(3) *Contract of 23rd January 1902: Northern section, East Coast (State) railway.*—Government may, at any time, by giving six months' previous notice, require the Company to retransfer the whole or any part of the section of railway between Vizianagram and Waltair Junction with all appurtenances, without compensation in respect of such retransfer.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting working expenses—which may include any single item of capital expenditure classed as a 'Minor Work,' up to Rs. 1,000 but not exceeding Rs. 2,000 at the discretion of the Consulting Engineer subject to a maximum charge on such account of Rs. 20 per mile of the open system in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision—three parts of the surplus profits for any complete calendar year, after providing for payment to Government of interest on advances of capital made by them to the Company and for repayment of the interest paid by them to the Company for that year, to be retained by Government, and the remaining fourth part to be divided between the Company and Government in the proportion which the gross earnings of the Company's undertaking, exclusive of the Northern section of the East Coast (State) railway, bear to the gross earnings of the latter section.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates. The Madras Railway Company has the power to quote through rates in the direction of Madras from Bengal-Nagpur railway stations between Cuttack and Waltair. The Bengal-Nagpur Railway Company similarly has power to quote rates from Madras railway stations, Tadepalli and Cuttack, in the direction of Calcutta.

Statistics of working—See page 115.

1 (b) Jubbulpore-Gondia extension, Bengal-Nagpur railway (2' 6" gauge)—**Details of construction—**

The open mileage of the Jubbulpore-Gondia extension amounts to 245.05 miles, which may be divided into main line (Jubbulpore to Gondia), 140.94 miles, and branches, 104.11 miles. There are still 13.48 miles (Pench Valley railway) and 32.14 miles (Mandla branch), under construction. The construction of the line was sanctioned in 1901 and it was opened in July 1904.

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on s&l sleepers.

Ballast.—The line is ballasted with stone, except between Sooni and Chhindwara where good black basalt has been used.

Fencing.—Only important station yards are fenced.

Curves.—The sharpest curve is of 409 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Terms of contracts—

The line is an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—See page 115.

1 (c) Raipur-Dhamtari branch, Bengal-Nagpur railway (2' 6" gauge)—**Details of construction—**

This branch is 56.94 miles in length and consists of the main line (Raipur to Dhamtari), 45.74 miles, and the branch (Abhanpur to Rajim), 11.20 miles. It was sanctioned in 1897 and opened in 1900.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on s&l sleepers.

Ballast.—Moorum or sand and stone in a few cuttings.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 409 feet radius, at Raipur station.

Gradients.—The ruling gradient of the line is 1 in 200.

Terms of contracts—

The line is an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working.—See page 115.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 1 Sub-heads (a) to (g). **BENGAL-NAGPUR RAILWAY SYSTEM—contd.**

Statistics of working—

TABLE I. [BENGAL-NAGPUR RAILWAY, INCLUDING THE NORTHERN SECTION OF THE EAST COAST (STATF) RAILWAY, THE JHBBULPORE-GONDIA EXTENSION AND THE RAIPUR-DHAMTARI BRANCH]								TABLE II.							
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Interest.	Company's share of Net earnings.*	Gain or loss to the State.	Nagpur-Chattisgarh, 3' 3½".		Katni-Unaria, 5' 6".		(a) Bengal-Nagpur, 5' 6".		(b) & (c) Jhbbulpore-Gondia extension and Raipur-Dhamtari branch, 2' 6".	
								Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.		Rs.		Rs.	
1879	28,62,990	...	...	...	83,911	...	...	...	...	...	...	...	...	...	...
1880	55,49,511	1,03,982	28,215	0.51	1,58,899	...	...	51	79.54	...	...	...	...	...	...
1881	73,65,710	2,81,329	69,056	0.90	2,62,832	...	...	87	76.33	...	...	...	...	...	...
1882	90,64,988	8,04,386	1,69,171	2.09	3,99,977	...	...	114	68.70	...	...	...	...	...	...
1883	96,43,590	13,20,621	6,85,860	7.09	3,73,889	...	...	170	48.19	...	...	...	...	...	...
1884	1,06,34,112	18,23,014	6,58,090	6.19	4,24,404	...	...	171	57.82	...	...	...	...	...	...
1885	1,50,69,406	14,14,889	4,93,575	3.25	5,86,281	...	...	183	65.12	...	...	...	...	...	...
1886	1,91,79,455	14,24,521	5,33,511	2.94	7,29,514	...	...	184	62.51	37	104.35	...	...	...	...
1887	2,42,30,937	14,47,795	3,03,207	1.25	13,35,584	...	...	177	59.09	41	116.41	...	...	...	...
1888	5,23,94,191	16,09,195	5,62,971	1.05	22,17,383	...	...	...	...	...	...	164	67.58	...	...
1889	7,08,75,156	19,06,910	4,03,166	0.55	29,93,364	...	...	...	...	...	...	131	80.94	...	...
1890	8,14,66,762	28,64,378	5,47,463	0.67	33,88,822	...	...	...	...	...	...	101	80.89	...	...
1891	9,09,04,164	54,57,356	26,84,153	2.96	35,95,676	...	...	...	...	...	...	129	50.81	...	...
1892	9,56,14,736	60,83,762	30,48,168	3.11	39,05,344	...	...	...	...	...	...	141	10.55	...	...
1893	9,80,08,121	64,17,751	32,62,220	3.33	45,97,994	...	...	...	...	...	...	144	49.17	...	...
1894	9,81,73,789	66,90,648	32,58,414	3.32	45,93,993	...	...	...	...	...	...	149	51.30	...	...
1895	9,94,94,777	68,74,710	35,41,441	3.58	48,56,800	...	...	...	...	...	...	153	48.49	...	...
1896	11,05,30,319	68,68,525	19,27,869	2.62	48,21,501	...	...	...	...	...	...	142	54.03	...	...
1897	13,04,58,744	62,00,309	19,79,559	2.28	51,35,240	...	...	...	...	...	...	138	51.94	...	...
1898	14,67,03,520	68,79,193	33,63,554	2.29	54,21,146	...	...	...	...	...	...	143	51.10	...	...
1899	16,65,90,365	60,73,460	47,21,814	2.83	59,75,853	...	...	...	...	...	...	152	47.96	...	...
1900	17,41,74,604	1,29,75,223	77,13,030	4.43	64,94,567	...	...	...	...	...	...	207	40.56	...	...
1901	21,19,23,376	1,30,77,759	61,18,648	2.90	70,88,163	1,78,810	...	...	...	...	...	161	52.68	25	72.13
1902	22,51,91,979	1,42,18,257	69,79,340	3.10	85,44,311	41,004	...	...	...	...	...	176	51.09	21	77.27
1903	24,97,58,040	1,55,47,702	70,45,255	2.82	89,66,181	4,067	...	...	...	...	...	178	54.63	21	61.98
1904	26,14,35,453	1,89,12,137	95,67,320	3.67	95,41,624	355	...	...	...	...	...	210	49.97	31	67.32
1905	27,73,72,570	2,44,70,909	1,34,04,052	4.90	1,00,32,318	...	...	...	...	...	...	270	44.53	42	71.86
1906	28,40,48,532	2,69,47,181	1,41,51,252	4.97	1,03,41,779	6,73,547	...	...	...	...	...	295	46.83	56	65.56

1 (c) Mourbhanj railway (2' 6" gauge)—

Details of construction—

This railway is 32.41 miles long. Its construction was sanctioned in 1902 and it was opened in 1905.

Permanent-way.—The line is laid with 30-lb. flat-footed steel rails on sal sleepers.*Ballast.*—The line is ballasted with screened laterite, gravel and broken laterite.*Fencing.*—The line is unfenced.*Curves.*—The sharpest curve is of 955 feet radius.*Gradients.*—The ruling gradient is 1 in 100.

Terms of contract—

The line is worked under an agreement between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company, approved in Railway Board's letter No. 223 R.T. of the 10th March 1905.

The general conditions of the agreement are as follows:—

Government aid.—Nil. The line is the property of the Maharaja of Mourbhanj.*Currency of agreement.*—The agreement is terminable on 31st December of any year on three months' previous notice.*Terms of working.*—Actual cost.*Rates and fares.*—To be fixed by the Company.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1905	6,21,895	31,494	7,422	1.19	20	76.48
1906	6,94,892	44,825	21,888	3.15	27	81.17

* Based on actual receipts and payments during the year.

† Includes the Gondia-Chanda and Purnia-Banohi railways.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 1 **BENGAL-NAGPUR RAILWAY SYSTEM—concl'd.**
 Sub-heads (a) to (g).

1 (d) Parlakimedi Light railway (2' 6" gauge)—

On the 20th May 1901 the Indian Railways Act, 1890 (IX of 1890), except section 135, was applied to the line. The working of this railway was taken over by the Bengal-Nagpur railway from the 1st January 1902.

Details of construction—

This railway is 21·62 miles long. Its construction was sanctioned in 1898 and it was opened in 1900. It runs from Naupada to Parlakimedi.

Permanent-way.—The line is laid with 30-lb. flat-footed steel rails on transverse wooden sleepers.

Ballast.—The line is ballasted throughout with laterite, gravel and stone.

Fencing.—Short lengths of fencing have been provided in a few places where the railway in cutting runs alongside the road.

Curves.—There are no curves of less than 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contracts—

The Parlakimedi Light railway is worked under an agreement, dated the 21st January 1905, between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company.

The general conditions of the agreement are as follows:—

Government aid.—Nil. The line is the property of the Raja of Parlakimedi.

Currency of agreement.—The agreement is terminable on 31st December of any year on three months' previous notice.

Terms of working.—Actual cost.

Rates and fares.—To be fixed by the Company.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1903	7,14,974	16,683	—9,265	...	13	155 70
1904	7,16,914	20,673	—1,301	...	16	104·29
1905	7,10,975	27,181	+ 4,481	0·63	21	83·51
1906	7,13,466	21,493	—9,703	...	17	145·14

1 (f) Gondia-Chanda railway (2' 6" gauge)—**Details of construction—**

This railway, which runs from Gondia to Chanda (148·65 miles), with a branch from Pauni to Nagpur (63·75 miles), total length 212·40 miles, was sanctioned in 1904 and work was started in November 1905.

1 (g) Purulia-Ranchi railway (2' 6" gauge)—**Details of construction—**

This railway, which runs from Purulia to Ranchi (72·28 miles), was sanctioned in 1905, and construction was commenced in November of that year.

Number Main head 2 **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—**
 Sub-heads (a) to (m).

Chairman.—COLONEL SIR W. S. S. BISSET, K.C.I.E., R.E.

Secretary.—COLONEL W. V. CONSTABLE, R.E.

Offices.—Gloucester House, Bishopsgate Street without, London, E.C.

Lines comprising the system.—The Bombay, Baroda and Central India railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Bombay, Baroda and Central India railway	5' 6" gauge) 465·12	504·35	504·35
(b) Godhra-Bhatam-Nagda railway	(3' 3½" gauge) 59·23	...	141·14
(c) Nagda-Ujjain railway	(5' 6" gauge) 34·32	...	34·32
(d) Petlad-Cambay railway (Anand-Tarapur section)	(5' 6" gauge) 21·50	...	21·50
(e) Petlad-Cambay railway (Tarapur-Cambay section)	(5' 6" gauge) 12·30	...	12·30
(f) Tapi Valley railway	(5' 6" gauge) 155·48	...	155·48
(g) Ahmedabad-Dholka railway	(3' 3½" gauge) 33·50	...	33·50
(h) Ahmedabad-Parantij railway	(3' 3½" gauge) 54·70	...	54·70
(i) Gackwar's Mohsana railway	(3' 3½" gauge) 92·63	45·84	138·47
(j) Jaipur (Siwai-Madhupur) railway	(3' 3½" gauge) 32·18	40·65	72·83
(k) Palanpur-Deesa railway	(3' 3½" gauge) 17·28	...	17·28
(l) Rajputana-Malwa railway	(3' 3½" gauge) 1,774·36	...	1,774·36
(m) Vijapur-Kalol-Kadi railway	(3' 3½" gauge) 41·37	...	41·37
(n) Gackwar's Dabhoi railway	(2' 6" gauge) 94·48	...	94·48
(o) Rajpipla railway	(2' 6" gauge) 37·37	...	37·37
Total	3,046·96	86·49	3,133·45

Running powers—**Home line over foreign line —**

Dadar Junction to Carnao bridge, Great Indian Peninsula railway (for goods trains only) Miles, 4·89

Foreign lines over home line:—

East Indian railway, Agra East Bank to Agra Fort (for goods trains only) 1·00

Great Indian railway at Ujjain (for passenger and goods trains) 0·24

" " " Dadar Junction to Colaba (for goods trains only) 7·25

" " " at Agra (for passenger and goods trains) 3·89

Total 11·88

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 2} _{Sub-heads (a) to (c)} **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.**

2 (a) Bombay, Baroda and Central India railway proper (5' 6" gauge)—**Details of construction—**

The open mileage amounts to 504.35 miles, which may be divided into 389.35 miles of main line and 115 miles of branches. 251.90 miles are double line.

First sanction to the construction of the main line [Bombay (Colaba) to Wadhwan] was accorded in 1856 and the line was opened throughout in 1872.

Permanent-way.—The main line is laid with 69-lb. double-headed and 82-lb. bull-headed steel rails on crossotod pine and oval pot sleepers.

The branches are laid mostly with 69-lb. double-headed and 41½-lb., 48-lb., 50-lb. and 75-lb. flat-footed steel rails on oval pot and wooden sleepers.

Ballast.—The line is mostly ballasted with broken stone, gravel and shingle.

Fencing.—The line is fenced throughout except the Patri branch.

Curves.—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Patri branch of 2,865 feet radius, and on the Godhra-Baroda Chord of 1,910 feet radius.

Gradients.—The ruling gradient on the greater part of the main line is 1 in 500, but there are short lengths of 1 in 200 and of 1 in 100 at the approaches to major bridges. On the Godhra branch the ruling grade is 1 in 200, except for a short length at the Mahi low level bridge where it is 1 in 80; on the Patri branch and the Godhra-Baroda Chord it is 1 in 300, except for short lengths of 1 in 200 on the latter.

Terms of contracts—

Consequent upon the determination, by purchase of the Company's undertaking, of the then existing contracts the railway is temporarily with effect from the 1st January 1906, being worked under the terms of a provisional contract dated the 27th December 1905, pending the execution of a new contract for a term of years, between the Secretary of State and the Bombay, Baroda and Central India Railway Company.

Statistics of working—

TABLE I.

Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Guaranteed interest (converted at current rates of exchange up to 1905).	Company's share of net earnings (arrived at under terms of contract).	Gain or loss to the State.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1879	8,54,10,162	71,52,788	32,13,354	8.76	43,69,254	...	-11,55,900
1880	8,47,31,626	82,44,376	47,34,654	5.58	43,69,254	5,83,846	-8,02,293
1881	8,66,45,448	87,35,133	56,78,755	6.55	43,69,254	8,30,798	+4,78,703
1882	8,75,89,091	1,01,76,190	50,15,619	5.73	43,69,254	8,00,346	-98,461
1883	8,89,91,377	1,19,22,209	67,16,067	7.54	43,69,254	11,44,829	+12,33,049
1884	9,02,69,008	1,21,95,590	68,87,562	7.63	43,69,254	13,17,763	+5,70,453
1885	9,22,58,638	1,31,40,336	74,01,987	8.02	52,35,189	14,57,541	+7,80,257
1886	9,16,82,002	1,35,05,635	78,73,228	8.50	55,87,440	16,97,985	+5,87,803
1887	9,32,12,200	1,21,64,856	69,98,127	7.50	57,17,318	12,58,055	+24,754
1888	9,45,87,848	1,27,38,933	70,48,164	7.45	60,29,893	12,68,879	-2,50,608
1889	9,49,45,797	1,32,34,371	75,41,081	7.94	61,10,257	15,86,399	-55,506
1890	9,53,16,045	1,29,40,370	74,23,195	7.79	54,66,227	14,22,120	+5,34,848
1891	9,55,86,799	1,41,37,769	82,25,120	8.60	58,61,996	18,06,948	+5,56,776
1892	9,55,23,735	1,42,44,478	81,30,959	8.51	65,57,045	17,86,755	-2,18,741
1893	9,62,67,602	1,60,90,045	95,78,044	9.95	66,44,227	25,09,537	+4,21,289
1894	9,77,45,855	1,59,49,484	1,00,70,974	10.30	76,09,071	27,35,713	-2,73,810
1895	9,97,90,965	1,75,85,967	1,09,87,063	10.96	77,03,258	33,37,619	+96,186
1896	10,31,57,107	1,62,03,833	89,00,862	8.60	73,03,613	20,78,128	-4,80,379
1897	10,65,10,220	1,42,61,393	64,70,202	6.09	69,36,853	8,51,545	-14,18,198
1898	10,85,60,144	1,58,62,726	87,42,205	8.05	67,87,071	19,49,477	+5,657
1899	11,40,73,558	1,74,65,045	92,90,465	8.15	67,46,688	21,69,922	+3,74,775
1900	11,60,94,944	1,75,98,496	89,28,933	7.98	68,35,449	15,08,577	-1,75,394
1901	11,95,61,023	1,59,88,796	87,53,759	7.32	70,04,569	18,11,800	-62,670
1902	12,18,78,965	1,67,48,536	79,87,322	6.51	71,28,187	12,93,644	-4,84,309
1903	12,37,88,839	1,69,63,028	84,35,301	6.87	72,59,871	15,13,518	-2,77,138
1904	12,44,90,478	1,78,33,863	92,87,512	7.54	73,86,912	18,91,186	+1,09,264
1905	12,52,43,397	1,98,32,065	1,06,90,134	8.70	74,22,579	26,03,040	+9,04,503
1906	12,55,08,073	1,99,81,754	1,05,39,683	8.40	73,58,353	7,80,243	+25,01,067

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number—Main head 2
Sub-heads (a) to (c) BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.

2 (a) Bombay, Baroda and Central India railway proper (5' 6" gauge)—concl'd.

Statistics of working—concl'd.

TABLE II.

Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.			Rs.			Rs.			Rs.	
1860 . .	49	70-17	1872 . .	290	59-07	1884 . .	509	42-95	1896 . .	676	45-07
1861 . .	73	54-97	1873 . .	260	59-23	1885 . .	518	43-11	1897 . .	595	54-68
1862 . .	94	50-14	1874 . .	565	52-12	1886 . .	564	41-12	1898 . .	662	44-89
1863 . .	138	49-51	1875 . .	285	54-41	1887 . .	508	41-89	1899 . .	729	46-81
1864 . .	156	85-33	1876 . .	296	54-74	1888 . .	532	44-11	1900 . .	734	52-50
1865 . .	223	63-83	1877 . .	345	41-97	1889 . .	552	42-44	1901 . .	665	44-06
1866 . .	278	71-93	1878 . .	298	46-61	1890 . .	540	42-06	1902 . .	659	49-00
1867 . .	291	66-56	1879 . .	309	46-97	1891 . .	590	41-23	1903 . .	753	49-46
1868 . .	287	73-66	1880 . .	755	42-57	1892 . .	594	42-02	1904 . .	718	47-12
1869 . .	307	74-32	1881 . .	423	41-04	1893 . .	630	36-55	1905 . .	780	43-78
1870 . .	327	60-54	1882 . .	427	50-76	1894 . .	665	36-85	1906 . .	809	47-27
1871 . .	300	59-98	1883 . .	497	43-10	1895 . .	732	37-09			

2 (b) Godhra-Rutlam-Nagda railway (5' 6" gauge)—

Details of construction—

This railway is 141.14 miles long. Its construction was sanctioned in 1890 and it was opened throughout in 1896.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel, deodar and creosoted pine sleepers.*Ballast.*—The line is ballasted throughout with broken stone and gravel.*Fencing.*—There are 76½ miles of fencing. The rest of the line is unfenced except in station yards.*Curves.*—The sharpest curve is of 1,000 feet radius.*Gradients.*—The ruling gradient is 1 in 200, with short lengths of 1 in 100, and from 1 in 101 to 1 in 150, between Godhra and Jekot.

Terms of contracts—

This is a State line and is worked as a part of the Rajputana-Malwa railway under the contracts and conditions relating to that railway.

Statistics of working—

Included with the Rajputana-Malwa railway.

2 (c) Nagda-Ujjain railway (5' 6" gauge)—

Details of construction—

This railway is 34.32 miles long. Its construction was sanctioned in 1894, and it was opened throughout in 1896.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on cast iron oval pot sleepers.*Ballast.*—The line is ballasted with broken stone.*Fencing.*—Only station yards are fenced.*Curves.*—The sharpest curve is of 1,910 feet radius.*Gradients.*—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Gwalior State and worked under the following:—

Agreement of—15th July 1896 (between His Highness the Maharaja Scindia of Gwalior and the Bombay, Baroda and Central India Railway Company) for working.*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The general conditions are as follows:—

Government aid.—Nil. The line is the property of the Gwalior State.*Currency of agreement.*—*Power to determine agreement.*—

} The agreement may be terminated at any time on one year's notice from either party expiring on the 30th June or 31st December in any year.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 2} Sub-heads (a) to (o). **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*****2 (c) Nagda-Ujjain railway (5' 6" gauge)—*concl'd.*****Terms of contracts—*concl'd.***

Bombay, Baroda and Central India railway) excluding 2' and 2' 6" gauge lines, in proportion to the total earnings of the Nagda-Ujjain railway.

Rates and fares.—Conform generally with those in force on the Godhra-Rutlam-Nagda railway.**Statistics of working—**

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1895	5,33,660	...	...	...	...	...
1896	20,71,251	40,701	17,762	0.86	49	56.36
1897	22,19,919	1,04,639	47,756	2.15	58	54.36
1898	22,31,596	1,29,627	71,609	3.20	73	44.83
1899	22,34,346	1,47,175	77,732	3.48	83	47.18
1900	23,29,753	2,51,783	1,20,956	5.42	141	51.96
1901	22,31,982	1,12,366	67,208	3.01	63	40.19
1902	22,39,663	1,57,211	85,851	3.83	84	45.39
1903	22,41,230	1,20,951	62,949	2.81	68	47.95
1904	22,41,231	1,23,654	66,441	2.96	69	46.27
1905	22,40,441	1,71,435	98,907	4.46	96	41.72
1906	22,40,441	1,71,401	91,060	4.06	96	46.90

2 (d) Petlad-Cambay railway (Anand-Tarapur section) (5' 6" gauge)—**Details of construction—**

This section of the Petlad-Cambay railway is 21.50 miles long. Its construction was sanctioned in 1883, and it was opened throughout in 1901.

Permanent-way.—The permanent-way consists of 66½-lb. flat-footed steel rails on steel sleepers from Anand to Petlad and on crosstied pine sleepers from Petlad to Tarapur.*Ballast.*—The line is ballasted with gravel.*Fencing.*—Thirteen miles, between Anand and Petlad, are fenced. The rest of the line is unfenced, except in station yards.*Curves.*—The sharpest curve is of 1,433 feet radius.*Gradients.*—The ruling gradient is 1 in 200.**Terms of contracts—**

The line is owned by the Baroda State and worked under the following :—

Agreement of—5th May 1890 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Baroda State.

<i>Currency of agreement.</i> —	} Either party may terminate the agreement at any time on giving one year's notice.
<i>Power to determine agreement.</i> —	

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding 2' and 2' 6" gauge lines, in proportion to the total earnings of the Petlad-Cambay, Gaekwar's Mehsana and Vijapur-Kalol-Kadi railways.*Rates and fares.*—To be fixed from time to time by the Company with the approval of His Highness' Government and, as far as possible, to conform with those generally in force on the Bombay, Baroda and Central India railway.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 2} _{Sub-heads (a) to (e)} **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.**

2 (d) Petlad-Cambay railway (Anand-Tarapur section) (5' 6" gauge)—concl'd.

Statistics of working—

TABLE I.					TABLE II.			
CALENDAR YEAR.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent on capital outlay.	GAEKWAR'S PETLAD, 5' 6".		PETLAD-CAMBAY (ANAND-TARAPUR SECTION), 5' 6".	
					Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.	•	Rs.		Rs.	
1889	11,030	...	...	...	...	...	...	...
1889	4,71,822	...	...	...	...	...	...	...
1890	6,17,922	32,610	20,870	3.22	71	36.08	...	...
1891	7,70,118	59,113	36,346	5.12	85	38.51	...	...
1892	7,11,081	61,213	31,557	4.89	88	43.25	...	...
1893	7,12,768	63,953	40,627	5.70	92	36.47	...	...
1894	7,33,182	69,668	41,037	6.09	100	36.79	...	...
1895	7,23,139	73,891	46,581	6.44	106	36.96	...	...
1896	7,23,616	1,17,540	82,847	11.45	169	29.52	...	...
1897	7,55,000	64,737	33,946	4.49	93	47.56	...	...
1898	7,40,077	51,121	28,156	3.76	71	44.92	...	...
1899	7,52,139	70,668	39,312	5.22	102	44.37	...	...
1900	7,52,097	88,181	41,713	5.55	127	52.86	...	...
1901	11,86,381	93,233	51,769	4.36	...	...	101	44.47
1902	11,85,300	1,05,951	56,818	4.79	...	...	95	46.37
1903	11,48,052	98,451	50,280	4.38	...	...	88	48.92
1904	11,46,522	1,20,304	64,876	5.65	...	...	108	46.37
1905	11,31,373	1,10,463	81,966	7.25	...	...	126	41.65
1906	11,30,875	1,30,209	73,634	6.51	...	...	124	47.11

2 (e) Petlad-Cambay railway (Tarapur-Cambay section) (5' 6" gauge)—

Details of construction—

This section of the Petlad-Cambay railway is 12.30 miles long. It was sanctioned in 1899 and was opened to Cambay in 1901.

Permanent-way.—The permanent-way consists of 66½-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with gravel.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 600, with a short bit of 1 in 200 between Sayama and Cambay.

Terms of contract—

The line is owned by the Cambay State and worked under—

Agreement of—17th May 1902 (between the Cambay State and the Bombay, Baroda and Central India Railway Company) for working.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Cambay State.

Currency of agreement.—

Power to determine agreement.— } The agreement may be terminated at any time on one year's notice from either party, expiring on the 30th June or 31st December in any year.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding 2' and 2' 6" gauge lines, in proportion to the total earnings of the Tarapur-Cambay railway.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Cambay State, and as far as possible, to conform with those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1901	7,40,676	12,011	5,950	0.79	40	50.46
1902	7,40,676	25,497	13,622	1.81	45	46.57
1903	7,40,676	25,151	12,808	1.71	44	49.10
1904	7,68,728	32,199	17,276	2.25	57	46.35
1905	8,06,482	33,638	19,608	2.43	59	41.73
1906	8,11,235	34,531	19,265	2.25	55	47.11

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 2 Sub-heads (a) to (c) **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.**

2 (f) Tapti Valley railway (5' 6" gauge)—**Details of construction—**

This railway connects Kankra Khari, a station on the main line of the Bombay, Baroda and Central India railway, with Amalner. It is 155·48 miles long. It was opened in 1900.

Permanent-way.—The permanent-way consists of 70-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—Only station yards and important level crossings are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Tapti Valley Railway Company and worked under the following contracts:—

*Contracts of—*28th August 1896 (between the Secretary of State and the Tapti Valley Railway Company) for construction.

30th October 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The general conditions of the contracts are as follows:—

Government aid.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Tapti Valley railway, so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, plus a sum of Rs. 6,000 per annum towards the Company's office expenses and expenses of management. Land in British territory was provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1921, or at the end of any subsequent period of 10 years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company or be less than such capital expenditure; or Government may determine it on the 31st December 1950, paying the Company in rupees an amount equal to the total capital expenditure.

Power of Company to surrender contract.—Nil.

Terms of working.—Government undertake to construct (from funds supplied by the Company), work and maintain the line through State or other agency, the necessary rolling-stock being supplied by the working agency. The general working expenses of the system, excluding the 2' and 2' 6" gauge lines, are divided in proportion to the gross earnings of the component parts, the Tapti Valley railway being debited with the share thus arrived at (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), subject to a maximum charge of 44 per cent. of its gross earnings for the year. The residue of the gross earnings is payable to the Tapti Valley Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.								TABLE II.		REMARKS.
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Rebate from P., B. & C. I. Ry.	Total income.	Per cent. of total income on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.	
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1896	8,300	The net earnings for 1898, 1899 and 1st-half of 1900 were credited to interest on capital, and those for 2nd-half of 1900 (including rebate) were treated as a set off against the charge to capital for interest in the accounts for 1st-half of 1901.
1897	20,96,291	...	...	...	...	...	...	...	...
1898	60,45,418	2,836	...	...	...	...	...	18	48·70
1899	1,21,09,133	2,42,593	...	...	...	...	...	71	47·40
1900	1,28,31,291	6,68,475	...	...	...	...	...	84	44·00
1901	1,29,18,730	6,00,553	3,42,243	2·65	38,228	3,75,469	2·90	74	43·01	Excluding interest, Rs. 4,468, on the capital cost of works at Amalner junction, the percentage of income on capital outlay in 1903 was 4·00.
1902	1,29,70,581	8,26,485	4,64,242	3·57	45,196	5,08,438	3·92	102	43·95	
1903	1,30,02,400	8,62,753	4,83,142	3·72	40,258	5,23,400	4·03	107	44·00	
1904	1,30,77,018	6,58,710	3,68,891	2·82	28,441	3,97,335	3·04	81	41·00	
1905	1,30,83,629	10,11,222	5,86,921	4·40	2,928	5,89,849	4·51	125	41·95	
1906	1,30,82,553	11,24,712	6,35,460	4·86	...	6,35,460	4·86	140	44·00	

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 2} Sub-heads (a) to (e). **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (g) Ahmedabad-Dholka railway (3' 3 $\frac{3}{4}$ " gauge)—**Details of construction—**

This railway connects Sabarmati, a station on the Rajputana-Malwa railway, with Dholka. It is 33.50 miles long. Its construction was sanctioned in 1901 and it was opened in 1903.

Permanent-way.—The permanent-way consists of 41 $\frac{1}{2}$ -lb. flat-footed steel rails on deodar sleepers.

Ballast.—Ballast is provided only at points and crossings, and for 100 feet on each side of bridges and level crossings.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—25th March 1902 (between the Secretary of State and the Ahmedabad-Dholka Railway Company) for construction.

18th July 1902 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

The general conditions of the contracts are as follows :—

Government aid.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Dholka railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure *plus* Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 30th June 1922 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, but not exceeding by more than 20 per cent. the total capital expenditure of the Company, nor being less than such capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) excluding the 2' and 2' 6" gauge lines, proportionate to its total earnings, but not exceeding 41 per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Dholka Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maxima and minima rates and fares in force on the undertaking.

Statistics of working—

TABLE I.							TABLE II.		
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Rebate from Bombay, Baroda and Central India railway.	Total income.	Per cent. of total income on capital outlay.	Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	10,15,120	64,261	35,986	3.55	...	35,986	3.55	45	44.00
1904	10,17,308	99,044	55,465	5.45	...	55,465	5.45	57	44.00
1905	10,41,905	98,214	57,203	5.47	...	57,203	5.47	56	41.76
1906	10,83,722	1,09,743	56,418	5.21	...	56,418	5.21	58	44.00

2 (h) Ahmedabad-Parantij railway (3' 3 $\frac{3}{4}$ " gauge)—**Details of construction—**

This railway connects Ahmedabad, a station on the Bombay, Baroda and Central India railway, with Idar Road. It is 51.70 miles long. Its construction was sanctioned in 1896 and it was opened in 1897.

Permanent-way.—The permanent-way consists of 41 $\frac{1}{2}$ -lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted with kunkur, sand and stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 2} _{Sub-heads (a) to (c)} **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (h) Ahmedabad-Parantij railway (3' 3½" gauge)—*contd.*

Terms of contracts—

The Ahmedabad-Parantij railway is worked under the following contracts:—

Contracts of—13th March 1896 (between the Secretary of State and the Ahmedabad-Parantij Railway Company) for construction.

4th June 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The general conditions of the contracts are as follows:—

Government aid.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Parantij railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, *plus* Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1917 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, but not exceeding by more than 20 per cent. the total capital expenditure of the Company, nor being less than such capital expenditure, or on the 31st December 1946 paying the Company in rupees an amount equal to the total capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) excluding the 2' and 2' 6" gauge lines, proportionate to its total earnings but not exceeding 41 per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Parantij Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares in force on the Rajputana-Malwa railway.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Capital outlay to end of each year	Gross earnings.	Net earnings.	Percentage on capital outlay.	Rebate from B., B. & C. I. Ry.	Total income.	Per cent. of total income on capital outlay.	Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1896	13,12,752	...	...	...	...	...	...	...	...
1897	19,42,211	69,069	36,965	1.89	...	36,965	1.89	46	46.92
1898	19,12,971	1,19,790	8,816	4.42	...	88,436	4.42	38	42.70
1899	19,49,616	2,10,334	1,21,687	6.24	...	1,21,687	6.24	74	42.33
1900	19,55,365	2,65,105	1,55,952	7.93	...	1,55,952	7.93	93	41.17
1901	19,49,355	1,77,438	99,365	5.10	...	99,365	5.10	62	44.00
1902	19,70,012	1,79,794	1,00,685	5.11	...	1,00,685	5.11	63	40.04
1903	19,88,839	1,50,112	81,063	4.43	...	81,063	4.45	59	44.00
1904	19,89,045	1,86,227	1,04,287	5.24	...	1,04,287	5.24	65	44.00
1905	19,91,753	1,98,713	1,15,469	5.80	...	1,15,469	5.80	70	41.69
1906	19,98,023	2,20,934	1,23,727	6.19	...	1,23,727	6.19	78	44.00

2 (i) Gaekwar's Mehsana railway (3' 3½" gauge)—

Details of construction—

The total length of this railway is 92.63 miles. It consists of three branches, Mehsana to Kheralu, 27.73 miles, Mehsana to Viramgam, 40.21 miles, and Mehsana to Patan, 24.69 miles. The first branch was opened throughout in 1883 and the other two in 1891.

Besides the above 45.84 miles are under construction.

Permanent way.—The Kheralu and Viramgam branches are laid with 41½-lb. flat-footed steel rails on transverse steel and deodar sleepers. The Mehsana-Patan section is laid with 40-lb. iron rails on deodar sleepers, except in station yards and for the first 3 miles which are laid with 41½-lb. steel rails.

Ballast.—The line between Mehsana and Kheralu is ballasted with sand and the rest with kunkur.

Fencing.—The whole line, except 41½ miles which are fenced by wire, was originally fenced with cactus; but this has in several places been entirely destroyed by floods and locusts and what remains is much broken up.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is the property of the Baroda State and is worked under the following:—

Agreement of—1st July 1891 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The terms of working are the same as on the Petlad-Cambay railway (Anand-Tarapur section).

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number Main head 2 **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***
Sub-heads (a) to (e)

2 (i) Gaekwar's Mehsana railway (3' 3½" gauge)—*concl'd.* •

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	
1887	13,55,492	27,890	5,564	0.41	33	80.05
1888	9,16,565	47,502	16,672	1.82	43	64.90
1889	11,18,446	55,290	20,318	1.82	37	61.82
1890	25,44,310	50,244	23,308	0.92	41	60.66
1891	29,04,070	1,94,247	1,05,801	3.64	49	45.53
1892	29,71,610	2,58,963	1,53,005	5.15	54	40.92
1893	30,26,752	3,36,859	1,98,250	6.55	70	41.12
1894	30,94,578	3,79,972	2,36,387	7.64	79	37.79
1895	32,55,044	3,38,144	2,02,440	6.22	70	40.18
1896	32,61,448	4,23,283	2,71,262	8.32	88	35.91
1897	32,63,000	3,39,125	1,18,354	3.63	70	46.58
1898	32,62,612	3,16,491	1,94,052	6.07	72	42.55
1899	32,83,612	3,76,160	2,16,654	6.60	79	42.40
1900	33,01,950	4,28,543	2,36,754	7.17	89	44.75
1901	33,48,911	3,92,227	2,15,111	6.42	81	45.16
1902	33,67,329	3,74,515	1,98,977	5.92	78	46.87
1903	33,78,132	3,47,083	1,77,468	5.25	72	48.87
1904	33,95,678	3,82,249	2,04,906	6.06	79	46.39
1905	34,36,855	4,52,184	2,62,904	7.65	94	41.86
1906	42,74,358	4,20,777	2,24,124	5.24	87	46.74

2 (j) Jaipur (Siwai Madhopur) railway (3' 3½" gauge)—

Details of construction—

From Jaipur the Rajputana-Malwa railway is utilized as far as Sanganeer, from which station this railway actually starts. The open mileage (Sanganer to Nawai) is 32.18 miles. It was sanctioned in 1897 and was opened in 1905.

There are 40.65 miles still under construction.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced except at stations and at points where the line crosses the main road.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradient.—The limiting gradient is 1 in 250 in the down direction and 1 in 200 in the up direction.

Terms of contract—

The railway is owned by the Jaipur State and worked by the Bombay, Baroda and Central India Railway Company under terms which are at present under consideration.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1905	18,24,728	12,299	6,779	0.37	52	44.98
1906	21,14,507	68,843	36,617	1.73	41	46.89

2 (k) Palanpur-Deesa railway (3' 3½" gauge)—

Details of construction—

This railway is 17.28 miles long. Its construction was sanctioned in 1892 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 40-lb. flat-footed iron rails; except in station yards and the first 8 miles of line which are laid with 41½-lb. steel rails. The rails are laid on Denham-Olpherts' plate, cast iron pot, and steel dish cover sleepers.

Ballast.—The line is ballasted with stone and sand.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 2}_{Sub-heads (a) to (c)} **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*****2 (k) Palanpur-Deesa railway (3' 3½" gauge)—*concl'd.*****Terms of contracts—**

The railway is worked under—

Terms contained in letter No. 44 Ry., dated the 30th March 1892, from the Government of India to the Secretary of State, and letter No. 62 Ry., dated the 23rd June 1892, from the Secretary of State to the Government of India.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The general conditions are as follows:—

Government aid.—The line is owned jointly by Government and the Palanpur Durbar.

Currency of contract.—The contract is coterminous with the Company's contract for working the Rajputana-Malwa railway. In the event of the line being extended, Government can terminate the contract on giving the Company six months' notice.

Power of Company to surrender contract.—Nil

Terms of working.—The railway is debited with a share of the working expenses of the system, excluding the 2' and 2' 6" gauge lines, in proportion to the total earnings of the Palanpur-Deesa railway, the net earnings thus arrived at in any half-year being divided between Government and the Palanpur Durbar in proportion to the capital provided by each after excluding from the Government capital the sum of Rs. 25,117, the extra expenditure incurred in providing a 5' 6" gauge sub-structure.

Rates and fares.—Same as on the Rajputana-Malwa railway.

Statistics of working—

Calendar year.	TABLE I.					TABLE II.				
	CAPITAL.		NET EARNINGS.		PERCENT. ON CAPITAL OUTLAY.	Interest on Government capital.	Gain or loss to the Government.	Earnings per mile per week.	Pro: of exp: to earnings.	
	Contributed by the Palanpur Durbar.	Contributed by Government.	Gross earnings.	Attributable to the Durbar.						
	Rs.	Rs.	Rs.	Rs.	On capital contributed by the Durbar.	On capital contributed by Government.	Rs.	Rs.	Rs.	
1892	20,000	46,746	...	...	...	...	1,081	—1,031	...	...
1893	1,85,000	1,78,993	4,426	1,325	1,110	0.72	5,371	—4,261	38	44.37
1894	1,85,000	2,14,601	37,544	11,365	11,791	6.14	8,783	+2,999	42	38.95
1895	1,85,000	2,15,374	38,182	11,383	11,512	6.13	8,878	+8,134	42	40.17
1896	1,85,000	2,32,746	51,629	14,101	15,072	7.62	9,140	+5,923	57	43.59
1897	1,85,000	2,33,264	43,264	10,883	12,243	5.88	9,305	+2,938	48	46.35
1898	1,85,000	2,33,264	38,199	10,334	11,628	5.50	9,331	+2,297	43	43.50
1899	1,85,000	2,33,264	44,628	12,102	13,618	6.54	9,330	+4,288	50	42.37
1900	1,85,000	2,33,264	47,969	14,338	12,616	7.70	9,330	+3,286	58	43.66
1901	1,85,000	2,33,264	36,805	9,375	10,548	5.07	9,330	+1,218	41	45.87
1902	1,85,000	2,36,786	33,690	8,329	8,380	4.50	9,108	—1,078	37	47.01
1903	1,85,000	2,37,069	29,734	7,423	7,898	4.01	9,132	—1,534	33	48.47
1904	1,85,000	2,37,069	29,185	7,240	8,340	3.94	9,474	—1,134	32	46.43
1905	1,85,000	2,37,069	35,178	9,469	10,948	5.12	9,472	+1,376	39	42.24
1906	1,85,000	2,39,155	40,154	9,962	11,376	5.33	9,531	+1,845	45	47.11

2 (l) Rajputana-Malwa railway (3' 3½" gauge)—

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Scindia of Gwalior lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now treated as an integral part of the Rajputana-Malwa railway.

The Rajputana-Malwa railway system has been worked by the Bombay, Baroda and Central India Railway Company since the 1st January 1885.

Details of construction—

The open mileage of the Rajputana-Malwa railway is 1,774.36 miles. It is made up of the following sections:—

(1) *Rajputana section*, main line (Delhi to Ahmedabad), 539.15 miles; Rewari-Bandikui-Phulera loop, 178.89 miles; and branches, 139.28 miles; (2) *Malwa section*, main line (Khandwa to Ajmer), 393.19 miles; branch, 14.28 miles; (3) *Cawnpore-Achnera section*, main line (Cawnpore to Achnera), 239.47 miles; branches, 12.33 miles; (4) *Rewari-Fazilka section*, 282.77 miles.

The Rajputana section was sanctioned in 1870 and was opened in 1881; the Malwa section was sanctioned in 1872, opened in 1881; the Cawnpore-Achnera section was sanctioned in 1874, opened in 1884; and the Rewari-Fazilka section was sanctioned in 1861, opened in 1885. 2.92 miles of the line are double track.

Permanent-way.—The Rajputana section is laid with 50-lb. flat-footed steel rails on deodar sleepers. The Malwa section has mixed 40-lb. iron, 4½-lb. and 50-lb. steel flat-footed rails on deodar sleepers. The Cawnpore-Achnera section has 4½-lb. and 50-lb. steel rails on deodar sleepers. The Rewari-Fazilka section has 4½-lb. steel rails on deodar sleepers.

[For Index see page 112]

2 (1) Rajputana-Malwa railway (3' 33" gauge)—*contd.*

Ballast.—The line is ballasted throughout with stone, kunkur, sand and hard quartz.

Curves.—The sharpest curve is of 600 feet radius.

Terms of contracts—

Contracts of—24th September 1884.—The original contract (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintaining and working the Rajputana-Malwa railway.

8th November 1889.—Contract supplemental to those of 1884 and 1888 for maintaining and working the Brindaban branch as a part of the Calcutta-Achenera railway.

1st October 1897.—Supplemental to those of 1884 and 1893 for maintaining and working the Rutlam-Nagda railway as a part of the Gohra-Rutlam railway.

1st February 1901.—Supplemental to those of 1894 and 1898 modifying the terms as to the division of working expenses.

The general conditions of the contracts are as follows :—

Government aid.—The line is the property of Government.

Currency of contracts.—The contracts were current up to the 31st December 1905, and shall continue in force as from that date until determined in pursuance of the provisions of the provisional contract, dated the 27th December 1905, between the Secretary of State and the Bombay, Baroda and Central India Railway Company.

Power of company to surrender contracts.—Nil.

Terms of working.—The working expenses of the system (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year, and a payment of Rs. 10 for every mile of line open to traffic to be made half-yearly to Government for supervision), excluding 2' and 2' 6" gauge lines, are pooled, and divided between the component parts of the system in proportion to the gross earnings of each. The net earnings thus arrived at of the Rajputana-Malwa, 3' 3½" gauge, and Godhra-Rutlam-Nagda, 5' 6" gauge, railways, are paid in full to Government.

Rates and fares.—Maximum and minimum rates and fares have been fixed within which the Company is authorised to vary the rates.

Statistics of working—

TABLE I (including the Godhra-Ruthna-Nagda railway).

Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Company's share of net earnings.*	Gain or loss to the State.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1879	7,06,47,354	38,61,997	13,41,903	2-18	23,43,439	...	-13,01,536
1880	8,36,57,014	50,19,511	17,33,714	2-07	35,81,449	...	-18,47,785
1881	9,30,43,645	61,70,110	21,96,044	3-6	37,48,505	...	-1,62,461
1882	9,91,83,933	1,18,82,614	62,81,668	5-31	38,74,919	...	+14,09,749
1883	11,06,57,933	1,35,61,166	63,39,208	5-72	40,73,898	...	+22,64,400
1884	11,92,03,595	1,45,26,146	61,93,677	5-19	43,90,548	...	+18,02,129
1885	12,22,63,117	1,73,00,501	79,71,961	6-52	49,10,379	...	+30,61,585
1886	12,80,59,107	1,82,94,610	89,55,549	6-99	51,73,731	6,28,054	+81,54,764
1887	12,87,69,187	1,65,28,203	81,21,547	6-31	51,86,578	5,06,190	+24,31,779
1888	12,96,59,658	1,85,11,711	96,31,727	7-48	52,27,345	4,90,909	+89,04,474
1889	13,02,53,556	1,99,30,005	1,07,97,217	8-29	*52,48,893	8,56,110	+46,92,314
1890	15,00,01,510	1,74,28,281	86,12,525	6-65	52,61,288	6,57,951	+27,23,236
1891	13,17,30,440	2,17,39,570	1,23,17,065	9-35	53,13,814	8,78,895	+61,24,880
1892	14,34,24,672	2,24,00,454	1,32,14,774	9-21	56,14,176	13,45,763	+62,54,885
1893	14,30,06,325	2,26,38,265	1,35,35,640	9-33	57,00,898	13,24,918	+62,90,310
1894	14,72,80,569	2,51,14,200	1,54,75,312	10-51	58,77,844	15,63,148	+80,34,554
1895	15,55,56,871	2,45,42,974	1,44,02,335	9-26	59,78,006	16,21,685	+68,02,117
1896	15,03,08,345	2,10,21,002	1,13,79,807	7-57	60,63,242	9,93,351	+43,23,214
1897	14,94,51,054	1,81,71,358	1,00,97,068	6-76	60,48,581	5,08,720	+55,38,707
1898	15,03,74,739	2,23,17,315	1,19,05,997	7-01	60,77,809	9,58,997	+48,74,715
1899	15,14,26,773	2,60,91,541	1,47,30,148	9-73	60,92,638	9,02,364	+76,45,126
1900	15,31,25,211	2,91,75,054	1,60,55,050	10-48	61,35,151	21,67,610	+77,52,299
1901	15,13,58,624	2,78,62,296	1,48,89,645	9-65	61,80,408	13,785	+86,86,382
1900	15,64,85,445	2,58,96,691	1,36,25,409	8-71	62,80,815	...	+73,45,094
1903	15,78,84,717	2,27,25,661	1,12,42,380	7-18	62,84,957	5,644	+50,61,769
1904	16,17,31,083	2,33,65,289	1,21,57,833	7-52	64,55,047	...	+57,02,786
1905	16,29,49,328	2,84,44,243	1,62,29,890	9-97	64,41,437	...	+97,85,459
1906	16,65,67,367	2,80,04,903	1,47,48,580	8-85	65,99,940	...	+61,43,590

Also, a total of 100,000 and more during the year

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 3} Sub-heads (a) to (v) **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.****2(l) Rajputana-Malwa railway (3' 3½" gauge)—concltd.**

Statistics of working—concltd.

TABLE II.

Calendar year.	Rajputana-Malwa, 3' 3½".		Holkar and Sindia-Nemuch, 3' 3½".		Western Rajputana, 3' 3½".		Rowari-Ferozepore, 3' 3½".		Muttra-Hathras, 3' 3½".		Cawnpore-Farakabad, 3' 3½".		Muttra-Achnera, 3' 3½".		Cawnpore-Achnera, 3' 3½".		Godhra-Retlam-Nagda, 5' 6".	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
1873	32	96.50	60	84.02	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1874	69	80.37	60	84.02	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1875	98	64.04	123	91.71	...	...	...	...	108	58.18	...	...	...	...	...	...	...	...
1876	114	65.40	59	82.87	...	...	...	...	55	57.74	...	...	...	...	...	...	...	...
1877	130	67.39	86	76.86	...	...	...	...	65	54.86	...	...	...	...	...	...	...	...
1878	136	61.97	122	67.50	...	...	...	...	65	53.33	...	...	...	...	...	...	...	...
1879	153	66.74	128	74.53	86	86.08	...	...	83	51.97	...	...	...	...	...	...	...	...
1880	152	66.88	118	74.71	151	85.79	...	...	89	57.35	18	233.15	...	...	...	...	...	...
1881	189	60.41	132	69.11	...	...	...	...	90	69.19	65	69.76	39	89.01	...	...	...	...
1882	188	53.07	...	...	...	...	...	...	81	76.37	86	67.36	57	86.42	...	...	...	...
1883	219	52.18	...	...	...	...	75	81.28	Included with Cawnpore-Achnera.				...	...	50	63.96	...	...
1884	223	56.92	...	...	...	...	96	67.28	...	...	...	...	...	...	81	69.17	...	...
1885	224	52.81	...	...	...	...	...	...	...	...	...	...	...	...	70	87.47	...	...
1886	212	50.27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1887	191	50.84	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1888	215	48.26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1889	230	45.82	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1890	200	50.41	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1891	251	43.47	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1892	257	41.01	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1893	259	41.12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50	41.61
1894	285	38.19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	106	40.64
1895	269	46.29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	184	57.01
1896	227	44.35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	189	68.27
1897	212	46.60	...	...	...	...	...	...	...	...	...	...	...	...	...	...	146	72.02
1898	241	42.83	...	...	...	...	...	...	...	...	...	...	...	...	...	...	181	51.14
1899	235	42.06	...	...	...	...	...	...	...	...	...	...	...	...	...	...	172	58.84
1900	317	43.18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	219	46.84
1901	313	46.23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	156	45.15
1902	291	47.54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140	46.27
1903	253	40.16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	147	48.29
1904	260	47.68	...	...	...	...	...	...	...	...	...	...	...	...	...	...	158	47.62
1905	236	42.95	...	...	...	...	...	...	...	...	...	...	...	...	...	...	224	42.78
1906	287	47.37	...	...	...	...	...	...	...	...	...	...	...	...	...	...	217	47.04

2(m) Vijapur-Kalol-Kadi railway (3' 3½" gauge)—**Details of construction—**

This railway is 41.37 miles long. Its construction was sanctioned in 1899 and it was opened in 1903.

Permanent-way.—16 miles are laid with 41½-lb. flat-footed steel rails and 25 miles with 40-lb. flat-footed iron rails on deodar sleepers.**Ballast.**—The line is ballasted with broken stone and shingle.**Fencing.**—Only station yards and 11.07 miles of the Vijapur-Kalol section are fenced.**Curves.**—The sharpest curve is of 3,820 feet radius.**Gradients.**—The ruling gradient is 1 in 150.**Terms of contracts—**

The railway is the property of the Baroda State and is worked under the following:—

Agreement of—23rd November 1903 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.**Contract of—**1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The terms of working are the same as on the Pothad-Cambay railway (Anand-Tarapur section).

Statistics of working—

Calendar year.	TABLE I.				TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Pro: of exp: to earnings.
1890	Rs. 7,534	...	...	...	...	...
1900	20,885	...	...	...	...	...
1901	6,60,718	...	...	...	...	...
1902	10,47,188	19,514	9,226	1.18	23	53.72
1903	11,54,246	56,916	28,782	2.43	31	49.43
1904	13,55,402	74,572	40,093	3.00	35	46.25
1905	13,19,566	87,181	50,496	3.83	40	42.05
1906	18,34,925	95,660	50,648	3.82	44	47.05

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 2} _{Sub-heads (a) to (c)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.

2(n) Gaekwar's Dabhoi railway (2' 6" gauge)—

Details of construction—

The total length of the railway is 94.48 miles. It consists of three sections, Miyagam to Chanded, 30.62 miles; Dabhoi to Bodeli, 22.41 miles; and Dabhoi to Masor Road, 41.45 miles. The construction of those sections was first sanctioned in 1872, 1877 and 1879, respectively, and they were opened throughout in 1879, 1890 and 1904, respectively.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on wooden sleepers, but there are still about 5 miles of 28-lb. iron rails in the road.

Ballast.—The line is chiefly ballasted with sand.

Fencing.—The line is practically unfenced except in station yards.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 400, with small lengths of 1 in 200 and 1 in 300.

Terms of contracts—

The line is owned by the Baroda State and worked under—

Agreement of.—1st January 1897 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

The general conditions of the agreement are as follows:—

Government aid.—Nil. The line is the property of the Baroda State.

Currency of agreement.—The agreement may be terminated at any time on one year's notice from either side to expire on the 30th June or 31st December.

Terms of working.—The Company work the railway at actual cost, plus 12½ per cent. of total working expenses (but not less than Rs. 500 per mensem or more than Rs. 800 per mensem, in a half-year) for superintendence.

Rates and fares.—The rates and fares are fixed from time to time by the Company with the approval of His Highness' Government, and as far as possible must conform generally with those in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Calendar year.	TABLE I.				TABLE II.			REMARKS.
	Capital outlay to end of each year	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Calendar year.	Earnings per mile per week.	Pro: of exp: to earnings.	
	Rs.	Rs.	Rs.			Rs.		
1879 . . .	9,62,450	72,083	31,608	3.28	1873	21	98.34	
1880 . . .	11,65,510	1,28,825	65,138	5.59	1874	32	75.78	
1881 . . .	12,57,448	1,41,233	48,849	3.88	1875	33	78.11	
1882 . . .	12,78,942	1,44,022	46,717	3.66	1876	38	75.35	
1883 . . .	12,73,630	1,46,970	38,585	3.05	1877	45	78.20	
					1878	43	62.42	
1884 . . .	12,80,177	1,49,491	48,560	3.80	1879	46	56.15	
1885 . . .	13,11,229	1,52,283	55,923	4.24	1880	51	49.44	
1886 . . .	13,58,502	1,53,339	39,394	2.90	1881	46	65.41	
1887 . . .	13,16,259	1,50,732	47,339	3.52	1882	47	67.54	
1888 . . .	13,71,295	1,45,757	43,854	3.19	1883	48	73.75	
					1884	49	67.43	
1889 . . .	16,10,398	1,42,080	49,303	3.07	1885	50	69.47	
1890 . . .	17,53,877	1,95,028	74,570	4.25	1886	50	74.37	
1891 . . .	17,04,157	2,01,165	68,126	3.90	1887	51	60.73	
1892 . . .	18,47,403	3,28,009	1,06,510	5.77	1888	48	69.91	
1893 . . .	18,55,158	2,52,106	1,32,507	7.14	1889	47	65.45	
					1890	57	61.76	
1894 . . .	18,88,774	2,40,316	95,429	5.05	1891	54	66.13	
1895 . . .	10,08,757	2,34,173	96,764	5.02	1892	64	55.36	
1896 . . .	20,74,736	2,58,788	1,25,657	6.06	1893	68	47.44	
1897 . . .	21,08,574	2,20,901	50,949	2.42	1894	65	60.29	
1898 . . .	21,18,191	2,10,240	—26,592	...	1895	63	58.73	
					1896	69	51.44	
1899 . . .	21,17,586	2,45,974	87,571	4.14	1897	56	76.94	
1900 . . .	21,17,528	2,35,281	61,993	2.94	1898	51	112.65	
1901 . . .	21,14,302	2,53,936	73,427	3.47	1899	60	64.40	
1902 . . .	22,34,829	2,22,473	76,867	3.62	1900	57	78.82	
1903 . . .	23,60,528	2,60,550	7,467	0.23	1901	62	71.04	
					1902	54	65.69	
1904 . . .	24,64,582	2,99,906	1,38,436	5.18	1903	60	97.18	The decrease in net earnings in 1903 was due principally to the cost of 3 engines having been charged to Revenue.
1905 . . .	24,72,909	3,72,467	2,04,004	8.25	1904	65	87.70	
1906 . . .	24,75,537	3,94,817	1,78,665	7.22	1905	76	45.23	
					1906	80	54.75	

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 2} ^{Sub-heads (a) to (c)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—concl'd.

2 (c) Rajpipla railway (2' 6" gauge)—

Details of construction—

This line, which connects Anklesvar with Nandod, is 37·37 miles long. Its construction was sanctioned in 1894 and it was opened in 1899.

Permanent-way.—The line is laid with 11½-lb. flat-footed steel rails on half-round jungle teak sleepers.

Ballast.—The line is chiefly ballasted with coarse river sand.

Fencing.—Only the station yards and small lengths at miles 4 and 9 are fenced.

Curves.—The sharpest curve is of 1,132 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The line is owned by the Rajpipla State and is worked under—

Agreement of—19th March 1900 between the Rajpipla State and the Bombay, Baroda and Central India Railway Company.

The general conditions of the agreement are as follows:—

Government aid.—Nil. The line is the property of the Rajpipla State.

Currency of agreement.—The agreement may be terminated by either party on the expiration of three years or at the end of any calendar half-year thereafter, on one year's notice from either side.

Terms of working.—The Rajpipla State is debited with the actual cost of working; and in addition one per cent. on the net earnings of the Rajpipla railway as contribution to the Provident Fund and 12½ per cent. on total working expenses (but not less than Rs. 300 per mensem or more than Rs. 800 per mensem) for superintendence.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Rajpipla State; and to conform with those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Calendar year.	TABLE I.				TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	
1894	12,674	...	...	...	...	...
1895	77,265	...	...	...	...	...
1896	4,09,141	...	...	...	...	...
1897	7,55,792	5,705	6,554	...	11	214·33
1898	11,43,333	10,624	9,172	...	11	186·33
1899	13,07,829	35,809	8,478	0·65	22	78·32
1900	13,06,159	42,463	12,139	0·93	25	73·46
1901	12,06,822	47,182	10,487	0·80	24	77·77
1902	13,05,415	38,726	10,131	0·78	20	73·84
1903	13,04,281	44,870	10,673	0·82	23	76·19
1904	13,04,522	49,207	16,890	1·29	25	65·68
1905	13,04,522	62,017	28,194	2·16	32	54·54
1906	13,04,807	67,137	32,526	2·49	35	51·55

Number ^{Main head 3} ^{Sub-heads (a) to (d)} EASTERN BENGAL (STATE) RAILWAY SYSTEM—

Lines comprising the system.—The Eastern Bengal (State) railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Eastern Bengal (State) railway, Eastern, Southern and Central sections (5' 6" gauge)	497·95	8·39	506·34
(b) Eastern Bengal (State) railway, Northern, Behar, Dacca and Kaimir-Dhubri sections and Ganhati extension (3' 3½" gauge)	715·31	228·27	943·58
Ran ghāt Krishnagar and Teesta-Kurigram branches and British section of the Santal Pargana Extension (2' 6" gauge)	55·03	...	55·03
(c) Mymensingh-Jamulpur-Jaganathganj railway (3' 3½" gauge)	53·22	...	53·22
(d) Cooch Behar railway (2' 6" gauge)	33·60	...	33·60
Total	1,358·11	236·66	1,594·77

Running powers—

Foreign line over home line:—

East Indian railway	{ Nalhati to Brace Bridge Junction Canal Junction to Chitpore }	{ for goods trains only }	{ 32·75 1·75 34·50 —
---------------------	--	------------------------------	-------------------------------

3 (a) Eastern Bengal (State) railway, Eastern, Southern and Central sections (5' 6" gauge)—

Details of construction—

The open mileage of the standard gauge portion of this system amounts to 497·95 miles, which may be divided into (1) *Eastern section*, main line, 145·07 miles, branches, 154·37 miles; (2) *Southern section*, main line, 29·20 miles, branches, 41·62 miles; (3) *Central section*, main line, 104·51 miles, branches, 23·16 miles. Of these 112·21 miles are double line. Besides the above there were under construction 3·39 miles of single, and 5·00 miles of double line; and 2·99 miles of double line are being quadrupled.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number Main head 3
Sub-heads (a) to (d). **EASTERN BENGAL (STATE) RAILWAY SYSTEM—*contd.*****3 (a) Eastern Bengal (State) railway, Eastern, Southern and Central sections (5' 6" gauge)—*concl'd.*****Details of construction—*concl'd.***

Sanction was first given to the construction of the above mentioned sections of the Eastern Bengal (State) railway in 1859, 1862 and 1881, respectively, and they were opened throughout in 1871, 1863 and 1884.

Permanent-way.—The permanent-way on the double line portion of the Eastern section consists of 73-lb. and 75-lb. double-headed steel rails, with Denham-Olpherts' cast iron sleepers, except on the length between Calcutta and Naihati which is laid with 85-lb. bull-headed steel rails, with sal and jirrah sleepers at the joints. The single line portion of the Eastern section is also laid chiefly with 73-lb. and 75-lb. double-headed steel rails, the greater part on Denham and Olpherts' cast iron sleepers and the remainder on cast iron bowl and sal wood sleepers. The Murshidabad branch is laid with 75-lb. new pattern flat-footed steel rails on sal sleepers.

The double line portion of the Southern section and the Budge Budge branch are laid with 73-lb. double-headed steel rails on Denham and Olpherts' cast iron sleepers. The single line portion of the Southern section consists of 72-lb. and 73-lb. double-headed iron and steel rails mostly on Denham and Olpherts' cast iron sleepers. The Diamond Harbour branch is laid with 64-lb. and 73-lb. double-headed steel rails mostly on Denham and Olpherts' cast iron sleepers.

The Central section is laid with flat-footed steel rails 62 lbs. to the yard on sal sleepers.

Ballast.—The main line is ballasted generally with brick ballast. Where 85-lb. bull-headed rails have been laid, brick ballast has been replaced by stone.

Fencing.—The whole of the Eastern section is fenced, except between Panebooria Junction and Goalundo, and the Faridpur branch. The Southern section is fenced as far as Sonarpur; beyond Sonarpur to Canning there is no fencing. The Diamond Harbour and Budge-Budge branches are fenced. The Central section is fenced throughout.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—See pages 131 and 132.

3 (b) Eastern Bengal (State) railway, Northern, Behar, Dacca and Kaunia-Dhubri sections and Gauhati extension (3' 3½" gauge)—**Details of construction—**

The metre gauge section comprises an open mileage of 718.31 miles and may be divided into (1) *Northern section*, main line, 196.85 miles, branches, 161.49 miles; (2) *Behar section*, main line, 81.86 miles, branches, 102.42 miles; (3) *Dacca section*, 85.92 miles; (4) *Kaunia-Dhubri section*, 51.02 miles and (5) *Gauhati extension*, 35.75 miles.

In addition to the above 228.27 miles are under construction.

Sanction was first given to the construction of (1), (2), (3) and (4) of the above-mentioned sections in 1874, 1881, 1862 and 1899, respectively, and they were opened through in 1878, 1889, 1885 and 1902. (5) was sanctioned in 1902 and opened up to mile 45.37 only in 1906.

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 50 lbs. and 41½ lbs. per yard, on sal sleepers. On the Northern section, Sara to Siliguri, and the Brahmaputra-Sultanpur and Kaunia-Bonarpara branches and on the Gauhati extension the rails are 50-lb. On the Behar and Kaunia-Dhubri sections, Manihari Ghat to Dhubri, the greater part of the rails are 50-lb., and the remainder are 41½-lb. On the Kosi branch and the Dacca section the rails are all 41½-lb. On the Barsoi-Kissengunge branch the rails are mostly flat-footed iron, 40 lbs. per yard, the remainder being 41½-lb. steel. The sleepers are mostly sal, but there are also metal sleepers of various types.

Ballast.—The whole of the line, except the portion from Golokganj Junction to Dhubri, the Kaunia-Bonarpara branch and the Gauhati extension, is ballasted or shortly to be ballasted. The ballast is brick, stone and shingle.

Fencing.—The whole of the 3' 3½" gauge lines are fenced, except the Brahmaputra-Sultanpur, Barsoi-Kissengunge and Kaunia-Bonarpara branches, the Gauhati extension and the portions from Golokganj Junction to Dhubri and Dacca to Mymensingh.

Curves.—The sharpest curve is of 1,416 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—See pages 131 and 132.

3 (c) Eastern Bengal (State) railway, Ranaghat-Krishnagar and Teesta-Kurigram branches, and the British section of the Santrabari extension (2' 6" gauge)—

The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal (State) railway system from 1st July 1904. The Teesta-Kurigram branch was originally a portion of the 2' 6" gauge lines from Teesta Junction to Mogalhat and Jatrapur, known as the Kaunia-Dhailla branch. The line from Teesta Junction to Mogalhat has been converted to the 3' 3½" gauge to form an integral part of the "Kaunia-Dhubri section." The line from Kurigram to Jatrapur has been abandoned.

Details of construction—

The Ranaghat-Krishnagar branch is 20.25 miles long. Its construction was sanctioned in 1895 and it was opened in 1899.

The Teesta-Kurigram branch is 14.99 miles long; it was opened in 1881.

The British section of the Santrabari extension of the Cooch Behar State railway is 19.79 miles long. Its construction was sanctioned in 1897 and it was opened in 1901.

Permanent-way.—On the Ranaghat-Krishnagar and Teesta-Kurigram branches the rails are flat-footed steel, 25-lbs. per yard; the sleepers are punkado and sal. On the Santrabari extension the rails are flat-footed iron, 40-lbs. per yard, and flat-footed steel, 41½-lbs. per yard, laid on sal sleepers.

Ballast.—The Ranaghat-Krishnagar branch is brick ballasted; the Teesta-Kurigram branch is not ballasted; and the Santrabari extension is now being ballasted with stone.

Fencing.—No lines on the 2' 6" gauge are fenced.

Curves.—The sharpest curve is of 600 feet radius.

Gradients.—No grade on the Ranaghat-Krishnagar and Teesta-Kurigram branches exceeds 1 in 200. On the Santrabari extension the ruling gradient is 1 in 100, and there is a short grade of 1 in 50 near the terminus (Jainti).

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—See pages 131 and 132.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index, see page 112.]

Number Main head 3
Sub-heads (a) to (d) **EASTERN BENGAL (STATE) RAILWAY SYSTEM—contd.**

3 (a) and (b) Eastern Bengal (State) railway (5' 6", 3' 3½" and 2' 6" gauge sections)—contd.

Statistics of working -

TABLE I.

Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Interest.	Annuity.	Company's share of surplus profits.	Gain or loss to the State.	REMARKS.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1879	5,23,44,176	60,22,272	25,79,314	4.11	28,51,165	...	3,67,336	-6,39,177	
1880	6,33,72,354	66,91,060	33,75,186	5.33	29,27,692	...	5,31,050	-87,456	
1881	6,39,51,905	73,05,636	42,86,106	6.70	28,50,922	...	8,24,125	+6,11,339	
1882	6,50,12,446	85,79,404	47,17,459	7.26	27,92,407	...	8,95,529	+16,29,523	
1883	7,01,85,023	80,73,165	47,10,716	6.70	29,45,783	...	4,98,323	+12,03,710	
1884	6,58,68,000	74,12,979	24,80,226	3.77	15,92,486	3,50,920	...	+5,37,120	
1885	7,31,60,273	72,85,916	25,25,336	3.45	21,82,794	7,22,920	...	-3,40,378	
1886	8,00,56,752	82,73,918	30,89,720	3.86	24,34,239	19,04,750	...	-12,19,269	
1887	8,11,53,166	91,30,399	45,04,782	5.55	41,71,008	14,90,152	...	-11,56,378	
1888	8,50,09,029	1,05,19,110	55,25,420	6.44	28,84,744	20,11,011	...	+6,90,669	
1889	8,70,71,516	1,11,76,674	61,91,025	7.01	30,17,703	26,43,953	...	+11,28,069	
1890	10,00,68,626	1,14,78,182	60,70,323	6.07	30,96,150	18,11,110	...	+11,60,963	
1891	10,31,46,923	1,26,75,440	65,32,100	6.33	33,97,713	17,51,621	...	+13,82,736	
1892	10,60,47,429	1,15,56,146	62,33,727	5.88	34,65,181	16,58,922	...	+6,93,624	
1893	10,68,09,000	1,20,51,117	66,35,188	6.21	39,53,110	16,49,185	...	+10,32,613	
1894	10,78,52,685	1,10,15,726	83,58,569	7.78	41,01,624	18,91,850	...	+23,00,045	
1895	10,71,92,132	1,15,09,739	89,74,474	8.37	41,50,415	18,72,565	...	+29,51,494	Represents payment made to the Brahmputra-Saltanpur Branch—Railway Company up to last April 1904, on account of surplus profits and other adjustments.
1896	10,97,80,613	1,50,81,670	90,02,286	8.20	41,06,132	17,56,150	...	+31,40,004	
1897	11,47,89,205	1,47,82,233	80,60,612	7.02	42,89,509	16,53,278	...	+21,29,841	
1898	11,78,51,619	1,47,17,879	83,25,064	7.07	47,59,306	15,75,920	...	+23,50,688	
1899	12,16,19,777	1,56,12,476	83,04,083	6.82	45,00,276	15,22,391	...	+22,38,416	
1900	12,58,52,617	1,71,00,160	92,40,424	7.35	47,02,516	15,66,769	...	+29,77,139	
1901	13,10,95,226	1,65,99,110	83,08,241	6.29	41,11,665	23,37,123	...	+18,59,493	
1902	13,39,82,181	1,78,93,098	91,18,310	6.54	41,25,883	23,29,865	...	+23,24,562	
1903	13,91,79,763	1,81,52,139	88,57,191	5.91	47,10,867	23,33,377	...	+18,12,850	
1904	13,89,84,655	1,94,63,098	86,23,972	5.55	50,38,905	23,33,725	...	+11,16,915	
1905	15,04,12,382	2,03,73,194	96,19,704	5.05	56,28,238	23,33,780	...	+16,57,896	
1906	20,23,66,593	2,16,31,081	1,00,08,681	5.24	63,28,666	23,33,925	...	+19,46,070	

TABLE II.

[illegible]

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 3} Sub-heads (a) to (d). **EASTERN BENGAL (STATE) RAILWAY SYSTEM—contd.****3 (a) and (b) Eastern Bengal (State) railway (5' 6", 3' 3½" and 2' 6" gauge sections)—contd.**

Statistics of working—contd.

The tables below show the statistics of working of the Central section, the Brahmaputra-Sultanpur and Ranaghat-Krishnagar branches before they were purchased by the State.

Central section (late Bengal Central railway) (5' 6" gauge).

Calendar year.	TABLE I.							TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Interest.	Company's share of net earnings.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1881	10,51,983	...	...	...	51,616	...	—51,616	...	...
1882	46,8,235	...	...	...	1,85,534	...	—1,85,534	...	...
1883	79,36,235	1,07,554	—30,390	...	3,17,449	...	—3,56,839	64	156.50
1884	90,54,719	4,54,837	—1,19,682	...	3,62,189	...	—4,81,871	76	126.31
1885	90,01,061	5,35,553	8,233	0.09	3,60,162	...	—3,51,929	82	98.46
1886	89,65,705	5,67,243	—12,528	...	3,75,210	...	—4,17,758	87	102.70
1887	91,09,422	6,18,194	—7,928	...	4,60,840	...	—4,68,768	100	101.22
1888	92,53,170	7,12,501	1,58,145	1.71	5,15,942	...	—3,61,797	110	77.52
1889	94,46,671	7,37,131	2,95,567	3.13	5,18,693	...	—2,22,755	113	59.85
1890	96,88,212	6,67,804	2,15,907	2.54	4,39,962	53,992	—2,53,047	103	63.14
1891	99,41,845	8,11,653	3,27,536	3.30	4,72,482	73,429	—2,18,175	125	59.62
1892	1,00,65,784	7,69,947	3,12,993	3.11	5,30,251	71,600	—2,91,948	118	59.33
1893	1,00,88,983	7,83,629	3,14,302	3.12	5,57,007	79,647	—3,01,662	121	59.80
1894	1,01,11,004	8,20,159	3,31,182	3.27	6,11,115	...	—3,70,243	126	60.92
1895	1,01,77,466	9,17,291	3,98,869	3.92	6,08,944	85,023	—2,95,154	146	57.90
1896	1,06,38,927	9,33,265	3,41,165	3.20	5,69,175	91,906	—3,16,016	144	62.85
1897	1,17,36,940	11,38,759	5,16,972	4.40	5,36,899	95,271	—1,15,158	175	56.98
1898	1,23,85,300	10,21,657	3,68,008	2.98	5,19,231	1,30,642	—2,71,865	158	64.08
1899	1,26,78,929	11,39,989	4,11,813	3.48	5,07,045	97,581	—1,62,803	158	61.23
1900	1,26,66,115	1,35,519	5,50,639	4.34	5,04,965	1,21,011	—78,897	185	58.70
1901	1,29,74,975	1,10,543	6,42,940	4.96	5,68,291	1,46,144	—11,495	194	54.25
1902	1,31,11,419	1,11,214	5,73,918	4.38	5,11,298	1,53,667	—91,047	182	56.43
1903	1,31,88,948	1,308,96	5,07,425	3.85	5,15,651	1,21,830	—1,29,456	209	60.36
1904	1,31,40,812	1,53,968	5,39,679	4.10	5,15,679	1,39,367	—1,06,667	216	65.40
1905 { 1st half	1,31,77,027	6,66,363	1,58,575	1.90	4,473	38,325	—1,15,575	181	76.20
1905 { 2nd half									

Brahmaputra-Sultanpur (3' 3½" gauge) branch.

Calendar year.	TABLE I.							TABLE II.		REMARKS.
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Interest.	Company's share of net earnings.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.	
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		
1897	2,02,919	...	...	...	...	...	...	...	...	Net earnings during 1899 and 1900 were paid over to the Company and interests up to 1900 were charged to capital.
1898	12,35,167	...	...	...	...	...	...	...	...
1899	19,58,137	...	...	...	...	...	...	38	45.00	
1900	24,20,811	1,36,587	...	...	...	...	...	58	45.00	
1901	28,27,619	1,96,848	61,375	2.17	42,414	...	+18,961	64	45.00	
1902	29,17,793	2,40,124	1,12,233	4.53	86,750	9,480	+36,003	78	45.00	
1903	29,42,486	2,54,379	1,39,908	4.75	88,185	22,742	+28,981	82	45.00	
1904	...	...	...	...	...	...	...	...	...	Amalgamated with the Eastern Bengal (State) railway.

Ranaghat-Krishnagar (2' 6" gauge) branch.

Calendar year.	TABLE I.							TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Subsidy from District Board.	Total income.	Per cent. of total income on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898	7,22,309	...	...	...	...	...	...	...	...
1899	7,27,800	46,348	8,415	1.16	12,352	20,767	2.85	59	81.84
1900	7,51,800	69,302	19,442	2.59	9,472	28,914	3.85	66	71.95
1901	7,51,157	69,117	15,185	2.02	1,465	16,650	2.22	66	78.08
1902	7,51,158	76,180	21,353	2.84	15,960	37,313	4.97	72	77.97
1903	7,48,657	86,434	33,832	4.55	5,674	39,506	5.31	...	...
1904 { 1st half	...	40,861	12,160	...	2,876	15,036	...	...	...
1904 { 2nd half	...	...	...	...	...	...	...	...	...

Amalgamated with the Eastern Bengal (State) railway.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 3} _{Sub-heads (a) to (d)} **EASTERN BENGAL (STATE) RAILWAY SYSTEM—*contd.***

3 (c) Mymensingh-Jamalpur-Jagannathganj Branch railway (3' 3½" gauge)—

This line, which terminates on the Brahmaputra river, is connected with the Eastern section of the Eastern Bengal (State) railway at Goalundo by the India General Steam and River Steam Navigation Companies' steamer services.

Details of construction—

This railway is 53·22 miles long. Its construction was sanctioned in 1893 and it was opened in 1899.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on s&l sleepers

Ballast.—The line is ballasted throughout with brick.

Fencing.—The line is fenced only at stations and through the town of Mymensingh.

Curves.—The sharpest curve is of 2,864 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Terms of contracts—

The Mymensingh-Jamalpur-Jagannathganj branch railway is worked under the following contracts :—

Contracts of—6th January 1897 (between the Secretary of State and the India General Steam Navigation Company) for the construction and working of the Mymensingh-Jamalpur-Jagannathganj branch railway.

3rd October 1899 (between the India General Steam Navigation Company, the India General Navigation and Railway Company and the Secretary of State) for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj branch railway office from Calcutta to London.

The general conditions of the contracts are as follows :—

Government aid.—Government in respect of each year allow to the Mymensingh-Jamalpur-Jagannathganj Branch Railway Company, by way of rebate on the share attributable to the Eastern Bengal (State) railway of the receipts from traffic interchanged between the two railways, such a sum not exceeding in any year the net earnings from traffic except railway stores interchanged between the Eastern Bengal (State) railway system and this railway, as will, together with the net earnings of the Company for the year, make up an amount equal to interest for the year at a rate of 3½ per cent. per annum on the actual capital expenditure. Land has been provided free of charge.

Currency of contracts.—Government may determine the contracts on 12 months' notice either on the 31st December 1919, or at the end of any subsequent period of 10 years or on the 31st December 1948, the Government paying, if contracts are determined on the 31st December 1919, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings, not including rebate payments, during the three years prior to determination, but not exceeding by more than 20 per cent., or not being less than, the total capital expenditure; and if determined on the 31st December 1948 (50 years), the total amount of such capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—After deduction of 45 per cent. of the gross earnings for working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), in which is included all such legal expenses of the Company as are properly debitable to revenue, the balance is payable to the Company.

Rates and fares.—To be arranged between Government and the working agency within the maxima and minima rates in force on the Eastern Bengal (State) railway.

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Rebate from E. B. S. Ry.	Total income.	Percentage on capital outlay.	Earnings per mile per week.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.
1896	1,950	...	...	...	...	...	...	...
1897	5,54,688	...	...	...	...	...	...	...
1898	10,44,638	7,600	4,213	0·40	...	4,213	0·40	27
1899	16,11,248	66,499	36,575	2·27	...	36,575	2·27	35
1900	18,78,395	1,62,028	89,116	4·74	...	89,116	4·74	58
1901	20,81,846	1,67,756	92,265	4·43	...	92,265	4·43	60
1902	22,55,677	2,05,251	1,12,888	4·91	...	1,12,888	4·91	74
1903	23,28,917	2,32,825	1,24,993	5·37	...	1,24,993	5·37	82
1904	23,51,113	2,21,168	1,21,312	5·29	...	1,21,312	5·29	81
1905	23,86,029	2,16,642	1,18,748	4·98	...	1,18,748	4·98	81
1906	24,15,348	2,72,923	1,50,030	6·21	...	1,50,030	6·21	103

3 (d) Cooch Behar railway (2' 6" gauge)—**Details of construction—**

This railway is 93·60 miles long, consisting of main line, 22·15 miles, and branch, 11·45 miles known as the Native State section of the Cooch Behar-Santrabari extension. Its construction was sanctioned in 1891 and it was opened throughout in 1900.

Permanent-way.—The line is laid for 19·55 miles with 25-lb. and for 1·83 miles with 41½-lb. steel rails on s&l and pyinkado sleepers, and for 12·22 miles with 40-lb. iron rails on s&l sleepers. All rails are flat-footed.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number Main head 3 **EASTERN BENGAL (STATE) RAILWAY SYSTEM—*concl'd.***
Sub-heads (a) to (d).**3 (d) Cooch Behar railway (2' 6" gauge)—*concl'd.*****Details of construction—*concl'd.*****Ballast.**—The line is laid without ballast.**Fencing.**—The line is unfenced.**Curves.**—The sharpest curve is of 2,000 feet radius.**Gradients.**—The ruling gradient is 1 in 100.**Terms of contract—**

The Cooch Behar railway is worked under the following agreement:—

***Agreement**—of 15th June 1903, having effect from the 1st January 1901, (between the Secretary of State and His Highness the Maharaja of Cooch Behar) for working.

The general conditions of the agreement are as follows:—

Government aid.—The line is the property of the Cooch Behar State.**Currency of agreement.**—The Eastern Bengal (State) railway to maintain and work the Cooch Behar State railway for a period of five years from 1st January 1901.**Terms of working.**—The Eastern Bengal (State) railway to receive 40 per cent. of the gross earnings for maintenance and working; provided that when the stock of the Eastern Bengal (State) railway is used for the conveyance of any traffic on the Cooch Behar railway, the Eastern Bengal (State) railway will receive and retain up to, but not exceeding, 45 per cent. of the gross earnings obtained from the use of such stock. The percentage of working charges will cover the cost of 'New Minor Works' up to the limit of Rs. 30 per mile per annum.**Rates and fares.**—The Eastern Bengal (State) railway administration have full control over rates and fares.

* [NOTE.—The revision of this agreement is under consideration.]

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	
1891	14,685	...	...	...	...	...
1892	4,69,136	...	...	...	...	...
1893	6,65,172	5,846	—2,435	...	13	188.94
1894	7,14,818	40,280	8,076	1.29	35	78.71
1895	7,30,353	53,174	19,200	2.63	46	63.80
1896	7,66,774	70,128	38,570	5.03	61	45.00
1897	8,01,319	64,662	35,344	3.92	51	45.00
1898	10,32,938	66,124	6,687	0.65	37	45.00
1899	12,99,031	82,773	43,073	3.32	53	47.95
1900	12,83,906	94,792	51,602	4.02	50	43.41
1901	13,94,923	1,27,506	74,667	5.35	72	41.48
1902	13,95,776	1,24,711	74,452	5.33	71	40.31
1903	14,91,329	1,42,510	84,834	5.63	82	41.19
1904	14,71,331	1,47,575	86,996	5.91	84	41.05
1905	14,82,493	1,48,488	87,313	5.88	85	41.20
1906	14,57,786	1,68,751	77,615	5.23	97	53.89

Number Main head 4 **EAST INDIAN RAILWAY SYSTEM—**
Sub-heads (a) to (d).**Chairman.**—Bazett Wetenhall Colvin, Esq.**Secretary.**—Charles W. Young, Esq.**Offices.**—Nicholas Lane, London, E. C.**Lines comprising the system.**—The East Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) East Indian railway (5' 6" gauge)	2,163.04	258.72	2,421.76
(b) Delhi-Umballa-Kalka railway (5' 6" gauge)	162.36	...	162.36
(c) South Behar railway (5' 6" gauge)	78.76	...	78.76
(d) Tarkessur railway (5' 6" gauge)	22.23	...	22.23
Total	2,428.39	258.72	2,687.11

Running powers—**Home line over Foreign lines:—**

Agra East Bank to Agra Fort, Rajputana-Malwa railway	Miles.	1.00
Naihati to Brace Bridge Junction and Chitpore, Eastern Bengal (State) railway } for goods trains only	{	84.50
Moghal Sarai to Benares Cantonment, Oudh and Rohilkhand (State) railway, for passenger trains only		30.00
Total		45.50

Foreign lines over Home line:—

Bengal-Nagpur railway at Katni	{ for passenger and goods trains	{ 0.30
" " " at Asan-ol		{ 0.50
" " " at Howrah		{ 1.00
Great Indian Peninsula railway, Agra to Tandla	{ for passenger trains only	{ 12.75
" " " at Cawnpore	{ for passenger trains only	{ 0.97
" " " at Manikpur	{ for goods trains only	{ 0.52
" " " at Katni		{ 0.68
North-Western and Oudh and Rohilkhand (State) railways, Ghaziabad to Delhi	{ for passenger and goods trains.	{ 0.38
Total		20.05

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 4} **EAST INDIAN RAILWAY SYSTEM—contd.**
Sub-heads (a) to (d).**4 (a) East Indian railway proper (5' 6" gauge)—****Details of construction—**

The open mileage of the East Indian railway proper is 2,165·04 miles. This may be divided into (1) main line (Howrah to Delhi), 955·08 miles; (2) Grand Chord line (Sitarampur to Moghal Sarai), 281 miles; (3) Loop line (Khana junction to Kiul), 250·39 miles; and (4) branches, 678·57 miles. Of the above 518·27 miles are double and 2·20 miles triple line.

There were in addition 258·72 miles of single line sanctioned for construction, of which 143·32 miles are actually under construction. 13·60 miles of existing single line are also in course of being doubled. The first sanction to constructing the main line was given in 1851 and it was opened throughout in 1871. The Loop line was opened in 1862 and the Grand Chord in 1906.

Permanent-way.—The main line from Howrah to Delhi, including the Grand Chord, the Loop line from Khana junction to Kiul, the Jubbulpore branch, Jharia branch, Ondal loop, Ikrah branch, Giridih branch, Patna-Gya branch, Baran-Daltonganj branch, Agra branch and Shikohabad-Farukhabad branch are laid with steel rails throughout. A few short branches are still laid with iron rails, but these are being replaced with second-hand steel rails removed from the main line in the course of relaying operations.

On both up and down roads of the main line from Howrah to Mokameh, a distance of 284 miles, the rails are 85-lb. bull-headed, with the exception of a few short lengths which still remain to be relaid. 85-lb. bull-headed rails have also been laid on the single line between Moghal Sarai and Khaga, a distance of 147 miles, and Sitarampur to Paharpur, a distance of 131 miles. The rest of the main line and branches are laid with double-headed rails weighing 75 lbs. per yard.

As at present laid, about thirty per cent. of the sleepers are wood and the remainder are iron. The wooden sleepers principally consist of sal and deodar; but of late Jharrah and Australian hard wood sleepers have also been put into the road. The chairs are cast iron and vary in weight from 36 to 51½ lbs. The iron sleepers are of the Denham Olpherts' pattern and weigh about 252 lbs. each.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout, except on the Damuda, Ikrah, Salanpur, Chanch, Pandra, Azimganj, Baran-Daltonganj and Shikohabad-Farukhabad branches, the Ondal loop and the Ondal-Sainthia and Dhanbaid-Jharia chords. The Grand Chord is being fenced.

Curves.—The sharpest curve is of 1,525 feet radius.

Gradients.—The ruling gradient of the main line is 1 in 300, except between Rancegunge and Luckeeserai where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhijha, and on the Grand Chord the ruling gradient is 1 in 200 (compensated on curves), with a 1 in 80 banking section between Gurpa and Gujhandi. The ruling gradient of the Loop line, the Ondal-Sainthia Chord and the Jubbulpore branch is 1 in 200.

Terms of contracts—

The railway is worked under the following contracts:—

*Contracts of—*22nd December 1879.—East Indian Railway Company's principal contract.

10th November 1893.—Contract for the incorporation of the following State branches in the undertaking:—Ghazipur (Dildarnagar to Tanghat); Bhadreswar (Bhadreswar junction to the right bank of the Hooghly); Mokameh (Mokameh junction to the Ganges); Digha Ghat (Bankipore junction to the right bank of the Ganges at Digha Ghat); Jharia (Barakar to the Jharia coal-fields); Toposi colliery (Toposi to Khairabad, Nundi to Panuria and Salanpur to Shamdi); Gya (Bankipore to Gya); and Azimganj (Nalhati to Azimganj).

26th February 1896.—As to debenture capital

22nd November 1897.—Contract for the construction and working of the Moghal Sarai-Gya railway.

14th November 1899.—Contract modifying that of 1879.

The general conditions of the contracts are as follows:—

Government aid.—Government guarantee interest at 4 per cent. in sterling on £6,550,000 (being capital representing the deferred portion, i.e., one-fifth of the annuity payable under the terms of purchase). All capital is provided either by Government or by the Company by the issue of debentures or debenture stock, in such manner or on such terms as to interest or otherwise as the Secretary of State determines.

Terms of contracts.—The lines were purchased from the East Indian Guaranteed Railway Company by the State on the 1st January 1880, and all the contracts then subsisting between the Secretary of State and that Company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000,* and it was provided by the Purchase Act that this should be paid in the form of a terminable annuity of the amount of £1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000), constitute the present East Indian Railway Company, which, since the purchase, has worked the railway for the Government under the contract of 1879 as modified by the contract of 1899. The deferred annuity holders receive, in lieu of the annuity, interest at 4 per cent. per annum on £6,550,000 and a share of the surplus profits of the railway. On the determination of the contract, the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.

Currency of contracts.—The contract of 1879 terminates on the 31st December 1929, but either party may determine the contract at the end of the 20th or at the end of any succeeding 5th year (computed from the 1st of January 1880) on giving two clear years' notice in writing to the other party of this intention.

Notes.—Government relinquished their right to determine the contract at the end of the 20th year, and by mutual agreement the principal contract will not be determined before the 31st December 1910.

Power of Company to surrender contract.—See currency of contracts.

Terms of working.—After deducting working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the surplus profits (after payment of interest on debentures, annuity, interest on deferred portion of annuity, interest due to Government on capital advances, etc., and contribution to the Provident Fund) up to a sum of 25 lakhs of rupees are divided

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 4 EAST INDIAN RAILWAY SYSTEM—contd.
Sub-heads (a) to (d)

4 (a) East Indian railway proper (5' 6" gauge)—contd.

Terms of contracts—contd.

in proportion of four-fifths to Government and one-fifth to the Company. Any excess over 25 lakhs of rupees is divided in proportion of fourteen-fifths to Government and one-fifth to the Company.

Rates and fares.—Certain maxima and minima rates and fares have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.

Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Annuity.	Company's share of net earnings.	Gain or loss to the State.	REMARKS.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1879	31,32,77,360	4,35,16,730	2,86,14,479	8.34	1,63,71,363	...	61,25,877	+ 50,11,239	* Interest in 1880 includes annuity charges, which cannot be separated.
1880	34,35,77,327	4,35,04,917	2,86,72,035	8.35	1,98,06,263	...	17,72,690	+ 70,93,082	
1881	34,87,63,677	4,54,11,472	3,08,35,036	8.84	31,05,428	1,73,92,000	20,63,867	+ 82,73,743	
1882	35,07,21,155	4,71,17,794	2,96,57,086	8.46	32,81,761	1,73,92,000	17,88,073	+ 71,95,249	
1883	35,21,91,304	4,94,67,085	3,11,50,980	8.84	33,16,170	1,72,57,772	19,99,731	+ 80,77,307	
1884	35,57,38,760	4,38,38,711	2,73,22,003	7.68	35,58,635	1,78,56,459	11,72,323	+ 47,41,188	
1885	35,85,95,619	4,63,86,914	3,30,16,360	9.21	38,13,262	1,79,75,714	16,29,502	+ 95,98,182	
1886	36,06,85,918	4,66,70,873	3,05,13,359	8.16	39,91,104	1,89,50,137	14,97,278	+ 60,74,812	
1887	36,12,14,881	4,60,65,631	3,13,34,263	8.67	40,70,914	1,92,13,333	15,87,232	+ 61,62,794	
1888	36,09,27,330	4,51,36,992	3,03,35,075	8.10	40,73,297	2,03,43,300	11,64,893	+ 47,53,555	
1889	36,19,22,300	4,19,57,901	2,91,05,230	8.12	41,84,108	2,09,60,000	8,31,347	+ 31,28,775	
1890	36,21,22,738	4,40,57,665	2,98,26,815	8.24	41,83,278	2,03,43,300	10,37,019	+ 42,62,988	
1891	36,15,18,827	4,56,87,001	3,60,37,028	9.97	43,93,426	1,86,91,054	26,45,392	+ 1,03,04,156	
1892	36,24,97,506	4,91,11,600	3,48,16,719	9.60	37,25,754	2,06,47,164	20,88,760	+ 83,35,041	
1893	36,91,20,357	5,08,44,634	3,60,94,293	9.78	41,26,889	2,34,45,780	17,04,125	+ 68,16,499	
1894	37,24,36,356	5,26,80,485	3,64,29,405	9.78	43,37,988	2,43,89,592	15,39,767	+ 61,59,068	
1895	37,82,18,929	5,11,50,566	3,73,31,728	10.00	45,73,681	2,61,01,122	14,29,078	+ 57,90,815	
1896	38,27,66,003	5,40,69,142	3,67,77,682	9.61	46,90,562	2,78,19,455	12,45,733	+ 49,81,932	
1897	39,39,91,173	5,88,28,013	4,11,93,160	10.53	48,20,138	2,47,31,406	23,87,763	+ 95,51,062	
1898	40,71,94,336	5,97,96,060	4,08,07,269	10.02	50,16,114	2,32,64,522	24,09,244	+ 99,96,978	
1899	42,70,40,208	6,35,45,974	4,26,60,071	9.99	54,64,902	2,21,45,516	30,09,920	+ 1,20,39,680	
1900	44,28,43,540	6,84,75,972	4,47,15,578	10.10	60,18,054	2,15,69,963	18,09,104	+ 1,53,27,150	
1901	45,66,50,069	7,03,96,636	4,57,13,311	10.01	65,46,878	2,16,82,560	18,51,450	+ 1,56,32,623	
1902	47,06,40,852	6,77,38,713	4,29,89,833	9.13	70,31,192	2,16,46,868	16,19,935	+ 1,26,79,508	
1903	48,79,01,154	6,99,72,699	4,63,98,422	9.52	74,46,371	2,16,15,000	16,82,231	+ 1,56,54,820	
1904	50,26,09,029	7,59,71,544	5,05,61,422	10.06	80,23,978	2,16,15,000	20,61,276	+ 1,88,61,168	
1905	52,58,72,727	7,56,47,139	4,81,85,131	9.16	86,75,860	2,16,15,000	18,62,075	+ 1,60,32,109	
1906	54,79,28,499	8,02,50,910	4,87,80,504	8.90	94,14,920	2,16,15,000	18,50,039	+ 1,50,00,515	

TABLE II.

Calendar year.	East Indian (5' 6" gauge).		Patna-Gya (5' 6" gauge).		Nalhati (4' 0" gauge).		Dildarnagar-Ghazipur (5' 6" gauge).		Calendar year.	East Indian (5' 6" gauge).		Patna-Gya (5' 6" gauge).		Nalhati (4' 0" gauge).		Dildarnagar-Ghazipur (5' 6" gauge).	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.		Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
1854	Rs. 131	62.18	...	...	Rs. ...	...	Rs. ...	...	1881	Rs. 578	31.85	Rs. 173	65.11	Rs. 47	79.20	Rs. 63	99.52
1855	108	51.97	...	...	...	...	...	...	1882	601	36.94	184	60.51	51	73.05	73	85.24
1856	167	40.62	...	...	...	...	...	...	1883	630	36.95	153	51.93	57	69.63	80	49.87
1857	232	38.12	...	...	...	...	...	...	1884	558	37.61	174	57.48	55	90.94	75	58.37
1858	279	46.49	...	...	...	...	...	...	1885	589	35.25	174	52.52	54	82.08	75	52.28
1859	253	44.77	...	...	...	...	...	...	1886	591	34.59	180	52.01	59	85.29	78	52.05
1860	231	48.36	...	...	...	...	...	...	1887	583	31.70	178	46.53	65	70.57	77	46.45
1861	240	46.49	...	...	...	...	...	...	1888	567	33.24	168	47.97	74	78.39	71	91.13
1862	192	53.81	...	...	...	...	...	...	1889	557	34.59	175	48.70	73	78.18	...	...
1863	223	55.01	...	...	...	...	...	...	1890	538	31.35	171	45.89	71	78.01	...	...
1864	253	50.79	...	...	36	48.88	...	...	1891	615	27.21	201	42.76	66	62.97	...	...
1865	311	44.82	...	...	41	63.28	...	...	1892	587	28.47	193	42.94	Converted to 5' 6" gauge.	...	...	...
1866	374	44.24	...	...	36	105.15	...	...	1893	584	27.44	...	...	...	...	...	...
1867	369	48.91	...	...	45	68.81	...	...	1894	604	30.87	...	...	...	...	...	...
1868	346	44.88	...	...	57	83.60	...	...	1895	603	31.07	...	...	...	...	...	...
1869	399	44.42	...	...	60	59.84	...	...	1896	597	31.98	...	...	...	...	...	...
1870	424	43.68	...	...	60	48.77	...	...	1897	649	29.47	...	...	...	...	...	...
1871	338	43.36	...	...	55	58.07	...	...	1898	658	31.76	...	...	...	...	...	...
1872	363	41.44	...	...	53	57.11	...	...	1899	697	32.84	...	...	...	...	...	...
1873	382	38.75	...	...	60	60.06	...	...	1900	708	34.78	...	...	...	...	...	...
1874	474	35.70	...	...	61	67.22	...	...	1901	733	35.00	...	...	...	...	...	...
1875	374	39.58	...	...	57	78.42	...	...	1902	687	36.55	...	...	...	...	...	...
1876	452	35.08	...	...	54	111.15	...	...	1903	692	33.64	...	...	...	...	...	...
1877	505	31.85	...	...	64	100.47	...	...	1904	749	33.39	...	...	...	...	...	...
1878	507	35.69	...	...	64	79.41	...	...	1905	798	35.74	...	...	...	...	...	...
1879	552	32.08	...	...	65	67.56	...	...							
1880	619	33.04	162	55.18	49	105.33	56	128.83	1906	(a) 732	(a) 38.65	...	...	...	...	...	...

(a) Includes the South Behar railway which is now worked as part of the undertaking.

APPENDIX 38—contd.

History of railway constructed and in progress.

[For Index see page 112.]

Number ^{Main head 4} _{Sub-heads (a) to (d)} **EAST INDIAN RAILWAY SYSTEM—contd.**

4 (b) Delhi-Umballa-Kalka railway (5' 6" gauge)—*Chairman.*—Colonel Alexander Jerome Filgate, R.E.*Secretary.*—C. E. Rutter, Esq.*Offices.*—17, Victoria Street, Westminster, S. W.**Details of construction—**

This railway is 162.36 miles long. It was opened throughout in 1891.

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on Denham Olpherts' cast-iron plate and wooden sleepers with cast iron chairs.*Ballast.*—The line is ballasted throughout with stone.*Fencing.*—The line is fenced throughout.*Curves.*—The sharpest curve is of 1,010 feet radius.*Gradients.*—The ruling gradient is 1 in 200, except for 15 miles from Kalka where it is 1 in 40.**Terms of contracts—**

The railway is worked under the following contracts:—

Contracts of—24th January 1889 (between the Secretary of State and the East Indian Railway Company) for working.

12th February 1889 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction.

19th March 1890 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for raising of additional capital by the issue of debentures.

19th December 1895 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) conceding to the Company from the 1st January 1893 the $\frac{3}{4}$ per cent. of gross earnings previously retained by Government.

24th July 1896 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for the provision of funds for capital works.

9th June 1897 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) guaranteeing interest at the rate of $3\frac{1}{4}$ per cent. on share capital.

The general conditions of the contracts are as follows:—

Government aid.—By the contract of 9th June 1897 Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of $3\frac{1}{4}$ per cent. per annum on their share capital. Land was also provided free of cost.*Currency of contracts.*—The contracts may be determined by effluxion of time on the 31st December 1916, unless some arrangement is effected for continuing the working. Should such arrangement be made, Government may determine the contract on the 31st December 1926 or on the 31st December of any subsequent tenth year. On determination Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Subsidy payments by Government are to be excluded from the profits of the Company in calculating the price to be paid on purchase by Government.*Power of Company to surrender contracts.*—Nil.*Terms of working.*—Government undertake (through the agency in the first instance of the East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1916, taking 48 per cent. of the gross receipts of the railway for the working agency (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' and a payment of Rs. 10 for every mile of line open to traffic to be made half-yearly to Government for supervision) and paying 52 per cent. to the Company. Surplus profits in excess of $3\frac{1}{4}$ per cent. per annum are divided equally between Government and the Company until Government have been repaid advances of subsidy, with interest. Thereafter all surplus profits belong to the Company.*Rates and fares.*—To be agreed upon from time to time between the Secretary of State and the working agency; but in the case of that portion of the line between Delhi and Umballa they are to be not more than the maximum, nor less than the minimum, rates and fares in force on the East Indian railway, and in the case of the portion between Umballa and Kalka not more than three times such maximum nor less than such minimum.**Statistics of working—**

TABLE I.								TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Subsidy from Government.	Total income.	Percentage of total income on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1889	54,90,335	...	...	...	...	...	...	...	...
1890	1,35,55,150	...	...	...	...	...	...	...	...
1891	1,55,41,692	9,07,697	4,72,002	3.04	...	4,72,002	3.04	128	48.00
1892	1,58,22,137	10,81,769	5,62,520	3.56	...	5,62,520	3.56	129	48.00
1893	1,55,21,600	11,88,504	6,23,224	4.01	...	6,23,224	4.01	143	48.00
1894	1,55,25,547	13,37,326	6,95,514	4.48	...	6,95,514	4.48	159	48.00
1895	1,55,06,120	14,60,519	7,59,470	4.90	...	7,59,470	4.90	174	48.00
1896	1,54,49,783	13,18,840	6,85,797	4.44	...	6,85,797	4.44	158	48.00
1897	1,53,26,595	15,73,319	8,18,126	5.34	...	8,18,126	5.34	166	48.00
1898	1,53,43,567	16,07,512	8,35,906	5.45	...	8,35,906	5.45	191	48.00
1899	1,53,01,272	14,40,378	7,29,511	4.77	...	7,29,511	4.77	172	48.00
1900	1,53,16,467	13,72,523	7,13,712	4.66	...	7,13,712	4.66	163	48.00
1901	1,52,92,648	18,05,858	9,30,046	6.14	...	9,30,046	6.14	218	48.00
1902	1,51,23,791	18,66,895	9,70,681	6.29	...	9,70,681	6.29	221	48.00
1903	1,55,49,998	18,30,960	9,52,099	6.12	...	9,52,099	6.12	216	48.00
1904	1,55,51,763	18,58,475	9,63,807	6.19	...	9,63,807	6.19	218	48.00
1905	1,56,07,409	20,16,936	10,48,507	6.72	...	10,48,507	6.72	238	48.00
1906	1,57,26,333	20,04,218	10,42,194	6.63	...	10,42,194	6.63	237	48.00

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main haul 4} Sub-heads (a) to (d) **EAST INDIAN RAILWAY SYSTEM—contd.**

4 (c) South Behar railway (5' 6" gauge)—

Chairman.—Sir Henry S. Cunningham, K.C.I.E.

Secretary.—E. Z. Thornton, Esq.

Offices.—1st, Queen Anne's Gate, Westminster, S. W.

Details of construction—

This railway is 78·76 miles long. It connects Luckeeserai with Gya and was opened in 1899.

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on wooden sleepers and cast-iron chairs, and Denham Olpherts' cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced only near villages, at stations and for a short distance on each side of level crossings.

Curves.—The sharpest curve is of 3,000 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—7th August 1895 (between the Secretary of State and the South Behar Railway Company) for construction.

22nd August 1895 (between the Secretary of State and the East Indian Railway Company) for working.

The general conditions of the contracts are as follows:—

**Government aid.*—Government, in respect of each half-year, allow to the South Behar Railway Company, by way of rebate on the share attributable to the East Indian railway of the receipts from traffic interchanged between the two railways, a sum not exceeding 30 per cent. of such share as will, together with the net earnings of the South Behar Railway Company, make up an amount equal to interest for the half-year at the rate of 1 per cent. per annum on the actual capital expenditure on the South Behar railway. For the purpose of calculating this rebate, the capital expenditure is to be regarded as not exceeding Rs. 120 lakhs, and the amount towards making up of which the rebate is to be allowed is to be limited to Rs. 2,40,000 in any half-year. Land was also provided free of cost.

Currency of contracts.—Government have power to determine the contracts on the 30th June 1919, or at the end of any subsequent period of 10 years from that date, by giving twelve months' notice. In case of such determination, the Government will pay to the Company in England an amount equal to the total paid up capital in sterling, so far as such capital has been expended on the undertaking with the authority of the Secretary of State.

Power of Company to surrender contracts.—Nil.

**Terms of working.*—For the first two years after the opening of any section, the cost of maintenance was charged against capital, Government retaining only 35 per cent. of the gross earnings for providing rolling-stock and working the line, the remaining 65 per cent. going to the Company. Thereafter, Government retain 45 per cent. of the gross earnings (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work' and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) to meet the cost of maintaining, stocking and working the line, the Company taking the remaining 55 per cent.

**Rates and fares.*—To be agreed upon from time to time between the Government and the working agency within the maxima and minima rates and fares in force on the East Indian railway.

[*NOTE.—It has since been agreed between the Secretary of State and the South Behar Railway Company that, in lieu of the net receipts as provided by clause 20 of the contract of the 7th August 1895, a fixed sum by way of rental at the rate of £10,000 per annum as from the 1st January 1918 will be paid to the Company by the Secretary of State. The clauses of the same contract relating to the application of gross earnings, rebate, net receipts, maintenance and working, rates and fares, and other clauses similarly affected, by the new agreement, will be cancelled, and provision made by a new contract for the use and working of the railway, and the making of any alterations, improvements or additions by the Secretary of State, at his own risk and cost, free from control or interference by the Company. It has also been arranged between the Secretary of State and the East Indian Railway Company that the latter shall work the South Behar Railway as part of its undertaking, instead of on the terms of the contract of the 22nd August 1895, the annual rental of £20,000 payable to the South Behar Railway Company, together with interest at 3½ per cent. on the Government advances for the purposes of the South Behar line forming a charge against the net revenue of the undertaking.]

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Rebate from E. I. Ry.	Total income.	Percentage of total income on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1895	5,17,983	...	...	...	...	...	...	...	...
1896	30,88,036	...	...	...	...	...	...	...	...
1897	82,72,345	...	...	...	...	...	...	...	...
1898	97,45,791	...	...	...	...	...	...	...	...
1899	1,18,16,730	2,03,328	1,32,163	1·12	83,403	1,65,566	1·40	101	35·00
1900	1,23,15,110	4,67,133	3,03,636	2·47	1,44,404	4,48,040	3·61	111	35·00
1901	1,21,66,433	6,11,870	3,08,822	2·50	1,28,082	4,36,904	3·53	125	40·02
1902	1,19,86,612	4,99,800	2,74,895	2·29	1,35,445	4,10,340	3·42	122	45·00
1903	1,20,01,897	5,21,005	2,88,533	2·40	1,57,708	4,46,241	3·72	128	45·00
1904	1,19,52,914	5,70,354	3,13,697	2·62	1,65,342	4,79,079	4·00	139	45·00
1905	1,19,77,154	5,55,199	3,05,360	2·55	1,72,721	4,78,081	3·99	135	45·00
1906	1,19,74,947	...	See note above.	...	...	...	...	...	...

4 (d) Tarkessur railway (5' 6" gauge)—

Details of construction—

This railway, which connects Secraphuli, a station on the East Indian railway, with Tarkessur, is 22·23 miles long. Its construction was sanctioned in 1883 and it was opened in 1885.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 4} _{Sub-heads (a) to (d)} **EAST INDIAN RAILWAY SYSTEM—concl'd.****4 (d) Tarkessur railway (5' 6" gauge)—concl'd.****Details of construction—concl'd.***Permanent-way.*—The permanent-way consists of 74-1½ iron rails laid on Denham Olpherts' cast-iron plate sleepers.*Ballast.*—The line is ballasted throughout with stone.*Fencing.*—The line is fenced throughout.*Curves.*—The sharpest curve is of 2,700 feet radius.*Gradients.*—The ruling gradient is 1 in 500.**Terms of contracts—**

The railway is worked under the following contracts:—

Contracts of—5th September 1883 (between the Secretary of State and the Tarkessur Railway Company) for construction.

15th September 1887 (between the Secretary of State and the East Indian Railway Company) for working.

1st March 1888 (between the Secretary of State and the Tarkessur Railway Company) for working.

The general conditions of the contracts are as follows:—

Government aid.—Land was provided free of cost.*Currency of contracts.*—The contract of 1883 terminates on the 7th September 1932; but the Secretary of State, by giving twelve months' previous notice, has the power to determine the contract after the railway has been opened for thirty years and thereafter at intervals of ten years. In the event of such determination Government will pay the Company a sum equal to the aggregate net profits during the twenty years preceding.*Power of Company to surrender contracts.*—Nil.*Terms of working.*—From the gross earnings are deducted working expenses (which may include capital expenditure classed as 'Minor Works' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year and a payment of Rs. 49 for every mile of line open to traffic to be made half-yearly to Government for supervision) calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole; 5 per cent. of the gross earnings for the hire of rolling-stock; and contribution to the Provident Fund. The balance is divided in the proportion of four-fifths to the Tarkessur Railway Company and one-fifth to the East Indian Railway Company.*Rates and fares.*—Certain maxima have been fixed, and the Company is authorized to charge within those maxima such rates and fares as may from time to time be mutually agreed upon.**Statistics of working—**

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on Capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1885	16,88,995	2,82,303	1,21,424	7.37	227	52.57
1886	17,24,717	2,49,003	1,19,136	6.91	215	52.15
1887	17,28,410	2,63,792	1,32,274	7.65	228	49.66
1888	17,31,822	2,79,717	1,26,780	7.84	242	51.10
1889	17,38,138	2,81,805	1,36,373	7.99	246	55.51
1890	17,28,773	2,86,526	1,41,283	8.35	248	49.61
1891	17,29,021	3,05,132	1,63,478	9.45	264	46.42
1892	17,32,567	2,93,674	1,51,337	8.94	254	47.28
1893	17,47,280	2,93,051	1,50,120	8.61	245	46.86
1894	17,47,810	3,06,159	1,56,469	8.95	265	48.96
1895	17,53,340	3,08,156	1,59,091	9.07	267	48.37
1896	17,56,898	3,13,243	1,57,005	8.95	271	49.88
1897	17,57,160	3,12,656	1,62,563	9.25	270	49.01
1898	17,77,085	3,14,056	1,58,461	8.92	272	49.34
1899	17,81,166	3,08,759	1,52,491	8.55	267	50.56
1900	17,84,166	3,32,945	1,61,132	9.03	288	51.61
1901	17,92,293	3,30,300	1,57,928	8.81	285	52.23
1902	17,91,612	3,28,510	1,53,318	8.56	283	53.32
1903	17,93,985	3,33,924	1,62,711	9.13	288	56.96
1904	17,97,555	3,30,635	1,63,006	9.07	284	50.70
1905	17,98,615	3,26,715	1,55,221	8.63	272	59.49
1906	17,99,166	3,51,888	1,58,989	8.84	304	54.82

Number ^{Main head 6} _{Sub-heads (a) to (h)} **GREAT INDIAN PENINSULA RAILWAY SYSTEM—***Chairman.*—Rt. Hon'ble Sir Andrew R. Seoble, K.C.S.I.*Managing Director.*—Colonel F. Firebrace, R.E.*Offices.*—48, Copthall Avenue, E. C., London.**Lines comprising the system.**—The Great Indian Peninsula railway system is made up of—

		Open line.	Under construction or sanctioned for construction.	Total.
		Miles.	Miles.	Miles.
(a) Great Indian Peninsula railway	(5' 6" gauge)	1,561.43	45.78	1,607.41
(b) Agra-Delhi Chord railway	(5' 6" gauge)	125.90	...	125.90
(c) Bhopal-Itarsi railway	(5' 6" gauge)	57.30	...	57.30
(d) Bhopal-Ujjain railway	(5' 6" gauge)	113.27	...	113.27
(e) Bina-Goonna-Baran railway	(5' 6" gauge)	145.63	...	145.63
(f) Indian Midland railway	(5' 6" gauge)	809.85	...	809.85
(g) Gwalior Light railway	(2' 0" gauge)	183.53	66.39	249.92
(h) Matheran Light railway	(2' 0" gauge)	...	12.61	12.61
Total		2,967.29	124.78	3,122.07

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 5 **GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.**
Sub-heads (a) to (h)
Running powers—

Home line over foreign lines :—

Dadar junction to Colaba, Bombay, Baroda and Central India railway, for goods trains only	7.25
At Agra, Rajputana-Mulwa railway, for passenger and goods trains	2.89
At Cawnpore, East Indian railway, 0.97 mile, for passenger trains and 0.52 mile for goods trains	1.40
At Mankpore, East Indian railway, for passenger and goods trains	0.93
At Katni, East Indian railway, for goods trains only	0.93
At Kitni, Bengal-Nagpur railway, for passenger trains only	1.60
At Ujjain, Bombay, Baroda and Central India railway, for passenger and goods trains	0.24
At Cawnpore, Oudh and Rohilkhand (State) railway, for passenger and goods trains	0.88
From Cawnpore to Lucknow, Oudh and Rohilkhand (State) railway, for passenger and goods trains	44.63
Total	59.97

Foreign lines over home line :—

Bombay, Baroda and Central India railway, Dadar Junction to Carnao bridge, for goods trains only	Miles. 4.39
Bengal-Nagpur railway at Nagpur for passenger and goods trains	0.65
Total	5.04

5 (a) Great Indian Peninsula railway proper (5' 6" gauge) —

This line was purchased by the State in 1900, but the working was left in the hands of the Company under the terms of a new Contract, dated the 21st December 1900.

Details of construction—

The open mileage of the Great Indian Peninsula railway proper is 1,561.63 miles. This may be divided into (1) *North-East line*, main line (Bombay to Jubbulpore), 615.10 miles; branches, 384.99 miles; (2) *South-East line*, main line (Kalyan to Raichur), 498.86 miles; branches, 152.63 miles. Of the above 567.43 miles are double and 4.92 miles quadruple line.

There are under construction 45.78 miles of single line.

First sanction to the construction of the North-East line was given in 1850 and it was opened throughout in 1870. The South-East line was sanctioned in 1854 and it was opened throughout in 1871.

Permanent-way.—The main line is laid with 86-lb. double-headed, 82-lb. bull-headed and 69-lb. double-headed steel rails. The sleepers originally laid were chiefly wooden; these have now to a large extent been replaced by iron pots. The whole of the South-East line, except the ghat sections, is laid with iron pots.

Ballast.—The line is fully ballasted throughout with sand gravel or broken stone.

Fencing.—With the exception of the Mohpani, Chaligaon-Daulia, and Jalgaon-Amalner branches the line is fully fenced.

Curves.—The sharpest curve has a radius of 990 feet.

Gradients.—The ruling gradients on ordinary sections of the main line vary from 1 in 100 to 1 in 200, with 1 in 100 banking sections near Vasiud and Asvali; the ruling gradient on the ghat sections is 1 in 37.

Terms of contract—

The railway is worked under the following contract :—

Contract of—21st December 1900 for working the Great Indian Peninsula railway and Indian Midland railway systems as one undertaking.

The general conditions of the contract are as follows :—

Government aid.—Government to pay interest at 3 per cent. per annum on the amount for the time being paid up, or credited as paid up, on the shares or stock in the new capital of the Great Indian Peninsula Railway Company, which is at present authorised at £2,575,009. All capital will be provided by the Secretary of State bearing interest at the rate of 3½ per cent. per annum, or at such other rate as may be agreed upon; or will be raised by the Company, by the issue of debentures or debenture stock, at such rate of interest as the Secretary of State may determine. Land was provided free; but any land acquired after 30th June 1900 is paid for from the capital of the undertaking.

Terms of contract.—The line was purchased from the Great Indian Peninsula Guaranteed Railway Company by the State in 1900, when all the contracts then subsisting between the Secretary of State and that Company were determined. The purchase price was £40,781,568,* payable, up to the 17th August 1949, in the form of a terminable annuity of £1,268,516.

* Company's stock at date of purchase	£ 34,859,218
Debentures and debenture stock	5,922,350
Total	40,781,568

Currency of contract.—The contract is current for a period of 25 years from the 1st July 1900, when it will be determinable by the Secretary of State, paying the amounts paid or credited on all shares and stock and indemnifying the Company from all debts and liabilities incurred under sanction.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings of the undertaking, that is of the Great Indian Peninsula and Indian Midland railways, there will be deducted—

(i) The working expenses, which may include any single item of capital expenditure not exceeding Rs. 2,000 to be classed as a 'Minor Work', subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 per mean mile worked to be made half-yearly to Government for supervision;

(ii) A sum of Rs. 1,00,00,000 which is payable to Government;

(iii) Repayment of all interest payable on all moneys other than shares or capital stock raised for the purposes of the undertaking or provided by Government after the 30th June 1900.

If the receipts for any year ending on the 30th day of June exceed the payments as above detailed for the same period, 18ths of the surplus are paid to the Secretary of State and 10th to the Company; provided that if the Company increases its new capital and issues further shares or stock as fully paid up in exchange for stock of the Indian Midland Railway Company, the Company's share in such surplus shall be increased by an additional fractional share bearing the same proportion to the original fractional share of 1/10th as the additional capital of the Company so exchanged bears to the new authorised capital of £2,575,000, but the total fractional share of the Company is not to exceed a one-tenth share.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 5} _{Sub-heads (a) to (h).} **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*****5 (a) Great Indian Peninsula railway proper (5' 6" gauge)—*contd.***

Statistics of working—

TABLE I.									TABLE II.		
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.*	Percentage on capital outlay.	Guaranteed interest.	Annuity.	Company's share of net earnings.*	Gain or loss to the State.	Calendar year.	Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	
1879 . . .	25,50,56,152	2,52,18,915	1,01,90,602	3.98	1,24,43,816	...	6,91,091	-28,89,335	1883 . . .	119	45.90
1880 . . .	25,58,96,113	2,49,53,253	1,11,65,551	4.34	1,21,93,200	...	5,53,896	-19,41,485	1884 . . .	68	60.81
1881 . . .	25,75,86,095	3,20,56,823	1,61,71,097	6.28	1,21,00,200	...	18,23,718	+18,57,119	1885 . . .	69	70.21
1882 . . .	25,75,90,499	3,33,63,291	1,80,88,483	7.02	1,24,93,200	...	32,05,883	+23,89,100	1886 . . .	118	42.17
1883 . . .	26,07,18,700	3,51,14,365	1,75,56,005	6.72	1,25,12,825	...	33,22,918	+17,00,262	1887 . . .	158	46.27
1884 . . .	26,31,97,600	3,56,56,511	1,59,55,250	6.06	1,12,91,503	...	21,76,048	-8,02,361	1888 . . .	173	42.19
1885 . . .	26,31,43,316	3,61,32,017	1,79,31,597	6.68	1,51,17,467	...	26,97,344	+1,16,586	1889 . . .	172	51.19
1886 . . .	26,92,99,673	3,92,57,907	2,08,78,399	7.75	1,60,91,158	...	59,89,569	+7,97,653	1890 . . .	144	60.97
1887 . . .	27,08,76,513	3,99,27,468	2,10,80,217	7.89	1,66,44,563	...	41,00,968	+3,02,601	1891 . . .	414	59.54
1888 . . .	27,35,33,364	4,16,59,219	2,16,35,667	7.94	1,72,81,176	...	43,91,246	+23,245	1892 . . .	357	58.07
1889 . . .	27,50,39,981	3,70,68,814	1,78,91,616	6.51	1,74,32,169	...	26,81,355	-22,22,799	1893 . . .	368	55.69
1890 . . .	27,77,29,061	3,81,15,212	1,90,22,962	6.85	1,55,23,271	...	31,01,971	+3,94,710	1894 . . .	357	61.80
1891 . . .	27,75,19,781	4,52,55,333	2,32,50,708	8.78	1,97,57,262	...	51,89,003	+17,01,458	1895 . . .	414	59.54
1892 . . .	27,72,17,255	4,01,65,627	2,01,95,097	7.28	1,88,01,711	...	38,13,506	-21,29,723	1896 . . .	387	58.07
1893 . . .	27,72,93,860	3,83,13,712	1,79,80,922	6.49	1,91,68,618	...	29,25,476	-41,00,172	1897 . . .	387	58.07
1894 . . .	27,91,09,112	3,62,74,296	1,62,42,786	5.82	2,18,32,651	...	39,49,331	-86,36,196	1898 . . .	492	48.30
1895 . . .	27,95,39,235	3,37,09,194	1,17,16,901	5.26	2,16,97,060	...	16,20,361	-86,00,520	1899 . . .	429	48.91
1896 . . .	27,90,29,173	3,44,19,629	1,54,05,060	5.52	2,02,18,772	...	21,53,257	-69,97,063	1900 { 1st half } . . .	383	49.64
1897 . . .	27,92,68,611	2,81,32,102	93,83,654	3.36	1,89,46,179	...	...	-95,62,825	1900 { 2nd half } . . .	872	55.49
1898 . . .	28,19,37,621	3,48,77,406	1,41,02,053	5.00	1,83,20,513	...	19,57,327	-59,75,787	1891 . . .	426	49.49
1899 . . .	28,55,19,756	3,58,09,131	1,56,57,520	5.48	1,79,65,944	...	17,77,662	-40,85,156	1892 . . .	470	48.09
1900 { 1st half } . . .	30,27,49,717	3,46,31,925	{ 95,37,180 } { 66,30,083 }	{ 3.15 } { 2.19 }	{ 89,65,500 } { 21,31,287 }	{ ... } { 91,88,889 }	{ 14,48,203 } { ... }	{ -8,76,573 } { -52,03,673 }	1893 . . .	466	48.67
1901 . . .	30,38,67,185	4,16,57,453	2,16,48,151	7.12	48,06,908	1,90,87,970	2,72,219	-26,06,937	1894 . . .	502	52.31
1902 . . .	30,57,71,001	4,23,12,668	2,10,73,893	6.80	49,41,692	1,90,56,785	2,92,572	-32,17,146	1895 . . .	467	50.46
1903 . . .	31,08,58,055	4,68,61,554	2,38,12,514	7.66	50,66,786	1,90,28,730	3,26,878	-6,09,880	1896 . . .	503	48.49
1904 . . .	32,00,72,108	4,82,41,344	2,41,79,728	7.55	53,09,707	1,90,28,730	2,01,513	-4,50,552	1897 . . .	511	46.84
1905 . . .	32,65,20,022	5,22,33,877	2,70,20,162	8.31	57,59,480	1,90,28,730	4,63,709	+17,68,213	1898 . . .	526	46.96
1906 . . .	33,57,84,978	5,05,28,479	2,53,01,900	7.54	61,20,668	1,90,28,730	4,70,548	-3,18,044	1899 . . .	526	46.96

* Based on actual receipts and payments during the year.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 5. GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.
Sub-heads (a) to (h)

5 (a) Great Indian Peninsula railway proper (5' 6" gauge)—concl'd.

Statistics of working—concl'd.

Calendar year.	WARDHA COAL BRANCH.						DHOND-MANMAD BRANCH.					
	TABLE I.			TABLE II.			TABLE I.			TABLE II.		
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Pro. of exp. to earnings.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Earnings per mile per week.
1873	Rs. 55,93,772	Rs. 1,63,158	Rs. 6,073	0.11	Rs. 2,51,131	Rs. -2,45,058	69	81.61	Rs. 98,39,398	Rs. 1,67,557	Rs. -27,661	1.07
1880	57,32,921	3,02,979	-1,31,730	2.35	2,67,032	-3,98,762	65	152.90	1,07,29,227	6,95,091	65,115	1.76
1881	58,80,993	1,73,988	1,19,117	2.03	2,67,016	-1,48,169	197	104.3	9,14,749	6,63,861	1,22,588	1.23
1882	60,91,189	5,95,622	98,257	1.61	2,68,839	-1,40,517	235	78.80	19,23,116	7,12,555	1,39,191	1.40
1883	63,93,758	7,91,702	5,35,982	9.23	2,17,502	3,41,759	126	79.80	1,00,64,751	8,22,833	1,92,133	1.91
1884	66,20,611	6,81,037	2,11,860	3.20	2,61,176	9,39,316	121	61.80	1,02,49,438	8,77,160	2,03,785	1.99
1885	69,65,735	6,73,636	1,16,305	2.20	2,61,219	-1,17,224	108	84.66	1,02,63,278	9,07,422	2,30,623	2.14
1886	71,93,093	7,88,205	1,37,536	1.93	2,63,228	-1,12,292	114	92.23	1,03,36,715	9,81,718	2,53,794	2.41
1887	71,09,635	7,68,052	1,91,951	1.68	2,64,166	-1,37,184	125	89.69	1,09,46,965	9,60,390	2,27,358	2.08
1888	70,91,230	8,71,430	1,95,920	2.79	2,64,523	-85,502	135	71.21	1,09,75,113	10,31,762	2,55,145	2.33
1889	70,54,735	8,62,694	2,90,621	4.25	2,63,841	4,16,777	142	77.21	1,09,88,830	10,08,616	2,49,127	2.27
1890	70,06,181	9,33,126	2,77,901	3.93	2,61,296	-6,295	119	63.61	1,09,94,448	10,61,316	2,35,194	2.39
1891	49,81,196	5,88,971	1,00,531	1.21	2,63,779	-1,38,729	...	...	1,10,11,633	11,99,349	3,08,582	2.79
1892	49,87,689	2,62,153	31,996	0.68	1,99,547	-1,67,551	...	...	1,12,79,023	12,18,112	3,38,235	2.96
1893	49,87,689	2,10,856	89,218	1.79	1,98,191	-1,09,771	...	...	1,11,97,112	12,99,798	3,45,177	3.15
1894	49,87,689	2,20,297	89,989	1.79	1,91,707	-1,10,219	...	...	1,12,11,642	13,61,866	3,81,933	3.41
1895	49,90,791	1,93,552	76,962	1.53	1,93,539	-1,17,177	...	...	1,13,18,247	14,01,921	4,00,237	3.61
1896	49,96,365	2,06,078	83,559	1.68	1,99,743	-1,16,586	...	...	1,13,74,056	13,11,385	3,67,395	3.23
1897	49,96,325	1,98,878	85,531	1.17	1,99,591	-1,14,263	...	...	1,11,06,534	12,01,131	3,41,272	2.17
1898	49,96,325	2,01,600	77,827	1.56	1,99,555	-1,22,026	...	...	1,13,23,076	11,18,296	3,89,635	2.33
1899	49,96,325	2,57,216	82,500	1.65	1,99,833	-1,17,253	...	...	1,15,34,107	11,55,032	2,99,555	2.60
1900 { 1st half }	...	...	...	...	...	...	...	...	...	...	...	...
1900 { 2nd half }	...	...	...	...	...	...	...	...	...	...	...	...
1901	Amalgamated with the Great Indian Peninsula railway.	...	...	...	...	...	...	...	Amalgamated with the Great Indian Peninsula railway.	...	...	...

Calendar year.	KHAMGAON BRANCH.						AMRAOTI BRANCH.					
	TABLE I.			TABLE II.			TABLE I.			TABLE II.		
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Earnings per mile per week.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Pro. of exp. to earnings.
1879	Rs. 5,35,617	Rs. 38,686	Rs. -266	...	Rs. 146	100.69	Rs. 4,77,013	Rs. 69,904	Rs. 16,175	3.39	224	76.86
1880	5,19,888	27,363	4,922	0.94	91	81.44	4,45,585	50,865	3,689	0.82	163	92.86
1881	4,99,271	41,306	4,561	0.92	*	*	4,44,961	53,941	24,124	7.72	...	...
1882	4,91,164	75,966	30,389	0.19	*	*	4,41,651	85,117	39,535	8.89	...	...
1883	4,90,996	62,657	22,469	4.58	151	61.14	4,41,860	96,160	41,387	9.98	308	53.84
1884	4,90,993	46,830	13,037	2.66	113	72.16	4,41,774	76,782	34,174	7.68	246	55.49
1885	4,90,739	41,363	11,020	2.25	...	...	4,41,730	60,803	34,447	7.75	...	...
1886	4,90,613	59,452	20,233	4.13	...	...	4,44,686	95,111	44,117	9.93	...	...
1887	4,89,180	53,179	16,990	3.17	...	...	4,41,308	88,157	35,855	8.07	...	...
1888	4,88,357	52,635	15,797	3.23	...	...	4,43,592	81,710	30,886	6.96	...	...
1889	4,90,911	65,372	22,528	4.59	...	...	4,45,615	1,02,023	41,671	9.35	...	...
1890	4,90,520	55,248	26,092	5.32	...	...	4,45,155	1,01,502	46,251	10.39	...	...
1891	4,90,408	66,675	32,620	6.65	...	...	4,49,395	1,12,900	53,398	11.88	...	...
1892	4,89,132	65,548	30,909	6.32	...	...	4,50,160	1,05,762	48,637	10.80	...	...
1893	4,87,567	21,697	21,697	4.51	...	...	4,49,998	48,941	43,056	9.57	...	...
1894	4,86,003	21,966	21,667	4.46	...	...	4,49,461	42,795	41,910	9.32	...	...
1895	4,80,947	26,031	26,031	5.00	...	...	4,49,983	39,137	38,253	8.50	...	...
1896	5,22,603	24,446	24,446	4.68	...	...	4,51,119	43,756	42,871	9.50	...	...
1897	5,22,150	13,001	13,001	2.66	...	...	4,52,445	30,743	29,862	6.60	...	...
1898	5,22,150	24,326	24,326	4.66	...	...	4,54,408	40,057	39,172	8.62	...	...
1899	5,22,150	41,850	14,850	2.84	...	...	4,54,417	33,099	32,214	7.69	...	...
1900	5,22,150	33,783	18,924	2.97	...	...	4,54,418	78,592	32,486	7.14	...	...
1901	5,22,150	49,878	23,337	4.47	120	52.74	4,51,915	1,08,578	50,537	11.12	365	45.73
1902 { 1st half }	...	...	...	...	...	...	...	...	...	...	...	...
1902 { 2nd half }	...	...	...	...	...	...	...	...	...	...	...	...
1903	Amalgamated with the Great Indian Peninsula railway.	...	...	...	...	...	Amalgamated with the Great Indian Peninsula railway.	...	...	...	...	...

* In Ind. R. with the Great Indian Peninsula railway.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 5}_{Sub-heads (a) to (k)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (b) Agra-Delhi Chord railway (5' 6" gauge)—

This railway has been constructed by the State and is worked by the Great Indian Peninsula Railway Company.

Details of construction—

This railway is 125·99 miles long. Its construction was sanctioned in 1898 and it was opened in 1904.

Permanent-way.—The line is laid with 85-lb. bull-headed steel rails on 45-lb. cast iron chairs spiked with 3 spikes to deodar sleepers.

Ballast.—The line is ballasted with kunkur soling and stone ballast to bring it up to full section.

Fencing.—The Kosi-Delhi section is fenced and the Agra-Kosi section is being fenced.

Curves.—The sharpest curve is of 950 feet radius.

Gradients.—The ruling gradient is 1 in 400, except between Raja Ki Mandi Junction and Agra Jail and between Delhi Sadr and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

Terms of contract—

This railway is being worked under a contract (between the Secretary of State and the Great Indian Peninsula Railway Company) which is under execution and which is to be deemed to have commenced on and from the day on which the Agra-Delhi Chord railway was opened for public traffic.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the State.

Currency of contract.—The contract may during its subsistence be terminated on the 30th June or 31st December either by the Secretary of State or the Company giving to the other party not less than twelve calendar months' notice in writing.

Terms of working.—The charge for working expenses of the Agra-Delhi Chord railway bears the same proportion to its gross earnings as the entire working expenses of the Great Indian Peninsula railway "undertaking" including the Agra-Delhi chord railway bear to their combined gross earnings. The whole of the net earnings belong to Government.

Rates and fares.—The same as are in force on the Great Indian Peninsula railway undertaking.

Statistics of working—

TABLE I.						TABLE II.		
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1904 . . .	1,05,91,000	18,070	9,992	0·09	2,35,164	—2,85,172	43	44·71
1905 . . .	1,22,48,927	8,01,634	4,19,625	3·43	4,20,181	—556	140	47·85
1906 . . .	1,27,90,307	16,46,320	8,15,363	6·37	4,70,283	+ 3,45,080	253	50·47

5 (c) Bhopal-Itarsi railway (5' 6" gauge)—

Details of construction—

This railway is 57·39 miles long. Its construction was sanctioned in 1880 and it was opened in 1884.

Permanent-way.—The line is laid with the Indian Midland railway 80-lb. flat-footed steel rails on Indian Midland railway cast iron pot sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 200, except on the Ghat section, 11 miles, where it is 1 in 80.

Terms of contracts—

The Bhopal-Itarsi railway is worked under the following:—

Agreement of—16th September 1880 (between the Government of India and Her Highness the Begum of Bhopal) for construction.

2nd December 1890, supplemental to that of 1880, for division of profits.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for maintenance and working by the Great Indian Peninsula Railway Company.

The general conditions of the contracts are as follows:—

Government aid.—The British Government have paid for the portion, 13·11 miles, in British territory, and a moiety of the cost of the bridge over the Nerbudda, or in all about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. All additional capital has to be provided by Government.

Currency of contracts.—The provisions in the principal contract between the Secretary of State and the Railway Company itself with reference to the termination of that contract extend, and are applicable, to the Bhopal-Itarsi railway.

Power of Company to surrender contracts.—Nil.

Terms of working.—The Company receives a sum bearing the same percentage to the gross receipts of the Bhopal-Itarsi railway as the aggregate working expenses of the whole open system of the Company (including the Bhopal-Itarsi railway) bear to the aggregate gross receipts of that system. The balance of the gross receipts are divided in perpetuity between the British Government and the Ruler of Bhopal in proportion to the capital contributed by each party. In the event of the railway being worked at a loss, such loss to be borne in the same proportion.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 5} Sub-heads (a) to (k) **GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.****5 (c) Bhopal-Itarsi railway (5' 6" gauge)—concl'd.****Terms of contracts—concl'd.****Rates and fares.**—The same rates and fares as are in force on the Great Indian Peninsula railway.**Statistics of working—**

Calendar year.	TABLE I.										TABLE II.			
	BHOPAL-ITARSI (BRITISH SECTION).					BHOPAL-ITARSI (NATIVE STATE SECTION).					British section.		Native State section.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.		Rs.	
1880.	...	...	...	...	...	...	1,21,846	...	...	...	...	...	...	...
1881.	...	...	...	...	...	...	15,78,157	...	...	...	...	...	...	...
1882.	12,50,000	14,376	2,704	0.08	50,000	-17,296	34,60,091	14,376	2,704	0.08	70	81.90	43	135.72
1883.	12,50,000	25,573	-9,135	...	50,000	-59,135	38,24,236	25,573	-9,135	...	43	135.72	104.13	...
1884.	12,50,000	7,664	-1,106	...	50,000	-51,406	45,83,261	28,102	-5,152	...	40	104.13	...	Included with British section
1885.	12,50,000	27,425	-3,874	...	50,000	-53,874	47,71,375	1,04,583	-14,780	...	Included	d with	...	...
1886.	12,50,000	27,822	-3,240	...	50,000	-53,240	48,26,036	1,47,416	-13,501	...	...	...	...	...
1887.	12,50,000	48,227	3,450	0.31	50,000	-46,150	48,09,939	1,85,576	14,813	0.31	200	62.50	199	62.50
1888.	12,50,000	55,117	5,340	0.43	50,000	-44,860	48,01,701	1,86,548	18,072	0.38	236	63.16	195	62.96
1889.	12,50,000	79,163	-5,422	...	50,000	-55,422	48,40,846	2,67,936	-18,351	...	248	69.17	185	69.17
1890.	12,85,077	87,765	-16,572	...	50,351	-66,923	50,00,000	2,07,049	-56,093	...	117	108.85	117	106.85
1891.	15,13,568	1,30,884	48,607	3.21	57,713	-9,106	50,00,000	1,60,431	1,73,154	3.46	130	118.83	130	118.83
1892.	17,46,208	1,53,090	56,397	3.23	69,131	-12,731	50,00,000	1,47,797	1,65,888	3.32	200	62.50	199	62.50
1893.	20,25,058	1,69,162	52,038	2.57	78,429	-26,391	50,00,000	1,21,236	1,30,925	2.62	296	63.16	195	62.96
1894.	21,71,496	1,61,638	61,155	2.83	83,509	-22,654	50,00,000	4,80,217	1,11,697	2.89	248	69.17	185	69.17
1895.	22,47,963	1,42,658	46,114	2.05	89,323	-43,209	50,00,000	3,18,074	1,02,821	2.06	237	61.98	166	61.97
1896.	22,71,877	1,63,688	62,744	2.76	90,107	-27,363	50,00,000	3,61,363	1,38,532	2.77	209	67.68	138	67.64
1897.	22,97,134	1,52,215	61,135	2.66	91,805	-30,670	50,00,000	3,31,379	1,33,006	2.66	241	61.75	157	61.63
1898.	23,24,365	1,93,364	79,435	3.42	92,477	-13,042	50,00,000	1,17,010	1,71,377	3.13	223	59.84	144	59.84
1899.	23,61,938	2,09,611	84,080	3.56	93,363	-9,224	50,00,000	1,47,225	1,79,444	3.59	284	58.81	181	58.90
1900.	23,87,389	2,55,129	1,27,332	5.33	95,293	+32,039	50,00,000	5,35,369	2,67,288	5.35	307	59.89	194	59.88
1901.	25,46,891	2,92,861	1,44,235	5.66	98,989	+15,246	50,00,000	5,85,152	2,88,838	5.77	375	56.12	234	56.06
1902.	26,03,330	3,45,103	1,71,236	6.11	1,06,632	+14,604	50,00,000	6,37,638	3,16,683	6.33	430	50.75	251	50.64
1903.	30,92,697	3,77,177	1,91,443	6.19	1,17,285	+74,148	50,00,000	6,31,911	3,21,328	6.43	508	51.51	278	49.74
1904.	31,52,907	3,95,784	1,98,066	6.28	1,29,127	+77,939	50,00,000	6,43,742	3,23,374	6.45	533	49.48	276	48.81
1905.	31,78,930	3,25,677	1,67,305	5.27	1,24,241	+44,064	50,00,000	5,21,619	2,67,959	5.36	477	48.57	227	48.63
1906.	32,57,271	3,61,617	1,78,761	5.49	1,25,079	+53,682	50,00,000	5,65,510	2,81,376	5.63	521	50.87	246	50.25

5 (d) Bhopal-Ujjain railway (5' 6" gauge)—**Details of construction—**

This railway is 113.27 miles long. Its construction was sanctioned in 1892 and it was opened in 1895.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel sleepers.**Ballast.**—The line is fully ballasted throughout with broken stone.**Fencing.**—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.**Curves.**—There are no curves with a radius of less than 990 feet.**Gradients.**—The ruling gradient is 1 in 150.**Terms of contracts—**

The railway is worked under the following:—

Agreement of—4th August 1896 (between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company) for working the Bhopal-Parbati section.

4th August 1896 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working the Parbati-Ujjain section.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.**The general conditions are as follows:—****Government aid.**—Nil. The Bhopal-Parbati section is owned by the Bhopal Durbar and the Parbati-Ujjain section, by the Gwalior Durbar.**Currency of agreements.**—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.**Terms of working.**—For the Bhopal-Parbati section the Company retains out of the gross receipts a sum bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system including branches as the gross receipts of the section bear to the whole gross receipts of that system including branches.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 5}
Sub-heads (a) to (h). **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*****5 (d) Bhopal-Ujjain railway (5' 6" gauge)—*concl'd.*****Terms of contracts—*concl'd.***

For the Parbati-Ujjain section the Company retains 50 per cent. of the gross receipts of the section of each half-year; and receives rent for works, &c., in sole and joint use at Ujjain Junction and rent for the telegraph lines and instruments when not the property of the railway.

Rates and fares.—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Pro. of exp. to earnings.
	Rs.	Rs.	Rs.		Rs.	
1892	88,462	...	...	...	...	...
1893	22,76,663	...	...	...	...	...
1894	53,53,849	...	...	...	...	...
1895	69,69,331	1,058	979	0.01	...	50.00
1896	77,77,604	3,69,114	1,80,218	2.32	61	51.17
1897	75,36,180	3,72,237	1,84,660	2.45	61	50.40
1898	75,85,789	4,16,010	2,05,051	2.70	71	50.82
1899	76,54,290	5,82,341	2,77,911	3.63	99	52.28
1900	76,88,020	9,16,140	4,65,681	6.06	161	50.79
1901	77,61,569	5,45,956	2,61,014	3.38	93	52.00
1902	78,02,855	5,82,063	2,77,292	3.75	99	52.36
1903	78,11,402	4,44,766	2,14,841	2.86	76	49.85
1904	78,11,670	4,54,721	2,17,562	2.91	77	49.99
1905	78,45,712	6,08,240	2,96,639	3.91	103	51.23
1906	78,51,048	6,86,799	3,31,924	4.23	117	51.67

5 (e) Bina-Goonna-Baran railway (5' 6" gauge)—**Details of construction—**

This railway is 145.63 miles long. Its construction was sanctioned in 1892 and it was opened in 1899.

Permanent-way.—The line is laid with 75-lb. flat-footed steel rails on deodar sleepers.

Ballast.—The line is ballasted with broken stone and laterite.

Fencing.—The line from Bina to Goona is fenced. The Goona-Baran section is unfenced except at stations.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 125.

Terms of contracts.—

The railway is worked under the following:—

Agreements of—15th July 1896 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Bina-Goonna section.

12th May 1899 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Goona-Dharnaoda section.

27th February 1899 (between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company) for working the Dharnaoda-Chabra section.

20th February 1899 (between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company) for working the Chabra-Baran section.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.

Agreement of—16th March 1905 (between the Tonk and Gwalior Durbars) for purchase by the latter of the Dharnaoda-Chabra section.

The general conditions are as follows:—

Government aid—Nil. The Bina-Goonna, Goona-Dharnaoda and Dharnaoda-Chabra sections are owned by the Gwalior Durbar, and the Chabra-Baran section by the Kotah Durbar.

Currency of agreements.—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections, or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

Terms of working.—For the Bina Goona section the Company retains 50 per cent. of the gross receipts of the section of each half-year; and receives rent for works, etc., in sole and joint use at Bina junction, and rent for telegraph lines and instruments when not the property of the railway.

For the Goona-Dharnaoda, Dharnaoda-Chabra and Chabra-Baran sections the Company retains out of the gross receipts a sum (which includes any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work', subject to a maximum charge on such account of Rs. 20 per mile open in each half-year) bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system as the gross receipts of each section bear to the whole gross receipts of that system. This sum not to exceed 50 per cent. of the gross receipts in the case of the Goona-Dharnaoda section.

Rates and fares.—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 5} Sub-heads (a) to (h). **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (e) Bina-Goonna-Baran railway (5' 6" gauge)—*contd.*

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	
1891	51,905	...	...	...	...	...
1892	2,57,611	...	...	...	...	...
1893	35,18,701	...	...	...	...	...
1894	47,79,618	...	...	...	...	...
1895	49,81,035	48,701	24,198	...	19	54.42
1896	51,16,074	91,140	36,821	0.68	24	59.60
1897	87,73,621	1,02,386	43,446	0.50	27	57.57
1898	97,66,068	1,30,004	58,040	0.59	35	55.36
1899	99,31,680	2,67,359	1,26,108	1.27	46	52.88
1900	1,00,21,605	4,31,817	2,20,490	2.20	57	49.29
1901	1,00,43,236	2,52,716	1,32,970	1.22	33	51.34
1902	99,14,442	2,38,825	1,19,792	1.21	38	52.71
1903	99,62,459	3,21,585	1,55,600	1.63	42	49.49
1904	99,87,016	3,91,886	1,92,897	1.98	52	49.54
1905	99,90,394	5,68,669	1,81,269	1.88	49	50.83
1906	99,94,053	4,91,611	2,40,881	2.41	65	50.90

5 (f) Indian Midland railway (5' 6" gauge)—

Chairman.—Rt. Hon'ble Sir Andrew R. Scoble, K.C.S.I.

Secretary.—R. H. Walpole, Esq.

Offices.—43, Copthall Avenue, London, E.C.

Details of construction—

The open mileage of the Indian Midland railway is 809.85 miles, which may be divided into main line (Bhopal to Agra Road), 318.59 miles, and branches, 491.26 miles.

Sanction was first given to the construction of this line in 1876 and the main line was opened throughout in 1889.

Permanent-way.—The whole of the main line, the Manikpur branch, the Cawnpore branch from Jhansi to mile 326.64, and from Bina to Katni, are laid with 80-lb. flat-footed steel rails on cast iron pot sleepers. The Cawnpore branch from mile 331.64 to Hamirpur Road is laid with East Indian railway 75-lb. double-headed steel rails on Denham Olpherts' sleepers. The East Indian railway type rails and Denham Olpherts' sleepers are being gradually renewed with Indian Midland railway 80-lb. flat-footed steel rails and cast iron oval pots.

Ballast.—The line is ballasted with gravel, laterite, kunkur or stone.

Fencing.—The main line is fenced throughout and the branches are partially fenced.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient between Bhopal and Jhansi is 1 in 200; between Jhansi and Agra 1 in 150 and between Jhansi and Manikpur 1 in 125. The Jhansi-Cawnpore branch is practically level, except at bridge approaches where the gradients are 1 in 250 and 1 in 300, and between Jhansi and Garhman where it is 1 in 200.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—2nd October 1885—Indian Midland Railway Company's principal contract.

18th March 1890—Contract for the acquisition of the Scindia railway.

13th June 1896—Contract for the Saugor-Katni railway.

21st December 1900—Contract for the transfer of the working of the Indian Midland railway to the Great Indian Peninsula Railway Company.

Government aid.—Interest at 4 per cent. per annum in sterling is guaranteed on £3,000,000 share capital. On further capital that may be required the guarantee to be 4 per cent. or such other rate as may be agreed upon. A considerable amount of capital has been advanced by Government for the existing system; and, in the case of the Saugor-Katni extension, it has been agreed that all money required for expenditure in India shall be supplied by the Government, the Company raising only the amount required for expenditure in England. Land was provided free.

Currency of contracts.—(1) *Indian Midland railway contract.*—The contract of 1885 may be determined by Government giving 12 months' previous notice on the 31st December 1910, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations, or if the line be worked at a loss for not less than three consecutive half-years. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay the amount at par of the share capital which has been paid by the Company. The contract of 1900 is current for a period of 25 years from the 1st July 1900; but the Indian Midland Railway Company's right to a 4 per cent. guarantee on share capital and one-fourth share of surplus profits remains in full force till the termination of either the contract of 1885 or that of 1900.

(2) *Scindia and Saugor-Katni railways contracts.*—The contracts of 1890 and 1896 run concurrently with that of 1885, to which they are supplemental.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 5} Sub-heads (a) to (h) GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (f) Indian Midland railway (5' 6" gauge)—concl'd.

Terms of contracts—concl'd.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings for any calendar year will be deducted working expenses, and the net earnings applied towards payment to Government of interest on advances of capital made by it to the Company and for repayment of the interest paid by it to the Company for that year, the balance to be divided in proportion of three-fourths to Government and one-fourth to the Company.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Calendar year.	TABLE I.							TABLE II.			
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Company's share of net earnings.*	Gain or loss to the State.	SCINDIA.		INDIAN MIDLAND.	
								Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	
1878	...	...	...	...	...	...	...	54	133.30	...	...
1879	73,22,551	90,916	—33,772	...	3,06,178	...	—3,39,950	39	134.95	...	...
1880	81,63,253	2,01,823	20,129	0.25	3,57,620	...	—3,37,491	58	89.05	...	...
1881	38,16,063	3,01,681	78,319	0.91	3,48,809	...	—2,70,467	81	77.35	...	...
1882	87,63,714	3,9,289	92,231	1.06	3,47,303	...	—2,55,072	85	71.90	...	...
1883	92,92,537	3,38,511	1,59,716	1.72	3,56,750	...	—1,97,034	87	53.82	...	...
1884	1,19,68,111	3,68,336	1,72,663	1.45	3,74,122	...	—2,01,519	95	53.14	...	...
1885	1,60,14,107	3,94,081	1,99,680	1.24	6,48,112	...	—4,48,433	101	40.33	...	...
1886	2,48,06,299	3,91,832	2,14,526	0.86	18,69,268	...	—16,54,742	101	49.69	56	82.63
1887	5,10,96,457	6,32,204	2,78,943	0.54	20,00,184	...	—17,22,141	117	46.62	81	80.68
1888	6,06,63,213	10,27,038	3,74,204	0.74	28,55,488	...	—24,81,284	95	47.74	99	72.53
1889	7,81,45,085	30,69,255	6,83,111	0.81	31,24,456	...	—24,91,345	...	...	92	77.32
1890	8,32,79,427	31,24,365	5,99,780	0.72	33,94,157	...	—27,94,377	...	...	86	80.90
1891	8,52,46,148	41,02,361	13,52,172	1.59	33,12,200	...	—19,60,028	...	...	115	67.51
1892	8,65,79,006	44,77,625	17,26,260	1.99	37,23,985	...	—19,97,725	...	...	124	61.45
1893	8,71,62,843	44,50,053	17,00,409	1.95	41,40,194	...	—24,39,785	...	...	123	61.87
1894	8,78,06,437	52,22,033	22,02,334	2.51	42,59,815	...	—20,57,481	...	...	144	57.83
1895	8,91,40,985	44,91,707	16,48,360	1.87	45,97,495	...	—29,49,135	...	...	124	63.30
1896	9,25,53,596	48,51,951	20,17,920	2.18	44,23,983	...	—24,06,154	...	...	134	59.41
1897	9,77,91,421	54,89,540	24,06,565	2.46	42,53,893	...	—18,47,328	...	...	150	56.16
1898	9,96,74,805	56,25,823	25,11,911	2.52	39,39,960	...	—14,98,075	...	...	147	55.35
1899	10,16,34,077	64,77,226	27,82,950	2.74	39,75,411	...	—11,92,461	...	...	162	57.08
1900	10,31,35,002	90,66,569	48,72,287	4.72	40,03,595	...	+ 8,08,692	...	...	213	46.23
1901	10,58,27,051	82,45,068	42,50,587	4.08	38,61,725	1,88,164	+ 1,96,038	...	...	199	48.43
1902	10,62,11,714	90,48,628	44,86,267	4.22	41,04,505	7,380	+ 3,74,432	...	...	209	50.43
1903	10,98,96,302	80,86,118	40,59,942	3.73	41,85,502	2,062	+ 94,622	...	...	180	49.35
1904	11,22,35,779	82,00,712	41,48,862	3.70	42,59,767	...	+ 1,10,905	...	...	183	49.96
1905	11,31,43,178	79,91,329	40,84,524	3.61	42,77,179	...	+ 1,92,645	...	...	178	48.69
1906	11,41,69,155	98,69,294	49,19,560	4.31	42,96,288	...	+ 6,29,277	...	...	284	50.15

5 (g) Gwalior Light railway (2' 0" gauge)—

Details of construction—

The open mileage of this railway is 183.53 miles, and may be divided into the following sections:—(1) Gwalior to Sipri, 73.81 miles, (2) Gwalior to Bhind, 52.33 miles, and (3) Gwalior to Sabalgarh, 57.39 miles. The several sections were opened in 1899 and 1904, respectively.

Besides the above there are 66.39 miles under construction.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails, laid on sal and steel trough sleepers.

Ballast.—The line is fully ballasted throughout with broken stone, sand and moorum.

Fencing.—The line is fenced between Gwalior and Morar only.

Curves.—The sharpest curve in station yards has a radius of 200 feet. The sharpest curve out of stations has a radius of 955 feet.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The railway is worked under the following agreement:—

Agreement of.—11th October 1900 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working.

The general conditions of the agreement are as follows:—

Government aid.—Nil. The Gwalior Light railway is the property of the Gwalior Durbar.

Currency of contract.—Either party may determine the agreement by giving three months' notice.

* Based on actual receipts and payments during the year.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 5} _{Sub-heads (a) to (h)} **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*concl'd.***(5) (g) **Gwalior Light railway (2' 0" gauge)—*concl'd.*****Terms of contract—*concl'd.***

Terms of working.—The gross receipts are collected and treated as receipts of the Indian Midland Railway Company and from them are deducted the actual expenditure in the Traffic and Audit departments for station and train staff, audit clerks, on printing and stationery and stores consumed, and all other expenses connected therewith, and 5 per cent. per annum for construction and maintenance of accommodation required for the exclusive use of the light railway; 7½ per cent. for ballast, permanent-way, etc., including maintenance and renewal, plus 15 per cent. to cover supervision and general charges other than those rendered in the accounts. The balance is paid over to the Gwalior Durbar.

Rates and fares.—Rates and fares are the same as those in force on the Great Indian Peninsula railway.

Statistics of working—

Calendar year.	TABLE I.				TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
		Rs.	Rs.		Rs.	
1896	2,166	...	...	...	...	...
1897	1,03,552	...	...	...	...	...
1898	9,30,815	...	...	...	...	...
1899	22,79,297	4,094	—4,113	...	6	258.33
1900	27,10,537	84,617	—137	...	13	100.16
1901	31,07,277	82,227	—520	...	13	100.63
1902	39,77,104	1,09,577	9,346	0.33	17	91.47
1903	41,76,353	1,66,002	68,226	1.63	25	58.90
1904	46,61,093	1,83,284	52,501	1.13	22	71.36
1905	54,72,847	1,89,735	52,745	0.96	20	72.20
1906	57,87,428	2,58,223	1,12,211	1.94	27	56.54

5 (A) Matheran Light railway (2' 0" gauge)—**Details of construction—**

The line, from Neral station on the Great Indian Peninsula railway to the hill station of Matheran, will be 12.61 miles long.

Its construction by Mr. Abdul Husain Adamjee Peerbhoy of Bombay has been authorized by an order contained in the Bombay Government, Public Works Department (Railway), Notification No. 34, dated the 28th July 1904. On completion the line will be worked by the Great Indian Peninsula Railway Company.

Terms of contract—

This railway will be maintained and worked under—

Terms—Contained in the order accompanying Bombay Government Notification No. 34, dated the 28th July 1904.

The general conditions are as follows:—

Government aid.—Free provision of Government land.

Currency of agreement.—Government may purchase the undertaking as a going concern from the promoter on 1st January 1940, or at the expiration of any subsequent period of 5 years, at 25 times the average net earnings of the undertaking for the 3 calendar years immediately preceding the date of purchase.

Terms of working.—Not yet settled.

Rates and fares.—Certain maxima have been fixed.

Number ^{Main head 6} _{Sub-heads (a) to (i)} **MADRAS RAILWAY SYSTEM—**

Chairman.—Lieutenant-Colonel R. Gardiner, R.E.

Secretary.—W. H. Cole, Esq., M.I.C.E.,

Offices.—1, Broad Street Place, Finsbury Circus, London, E. C.

Lines comprising the system.—The Madras railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Madras railway	(5' 6" gauge) 904.01	1.00	905.01
(b) Arhikal-Mangalore extension	(5' 6" gauge) 56.35	20.91	77.26
(c) Kolar Gold-fields railway	(5' 6" gauge) 9.88	...	9.88
(d) Madras (North-East line) (Southern section of the East Coast (Statol) railway)	(5' 6" gauge) 497.19	0.85	498.04
(e) Nilgiri railway	(3' 3½" gauge) 16.99	11.75	28.74
(f) Shoranur-Cochin railway	(3' 3½" gauge) 64.75	...	64.75
(g) Morapour-Dharmapuri railway	(2' 6" gauge) 18.53	...	18.53
(h) Tirupattur-Krishnagiri railway	(2' 6" gauge) 25.38	...	25.38
(i) Salem-Attur railway	(5' 6" gauge)	36.06	36.06
Total	1,593.08	70.57	1,663.65

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 6}
Sub-heads (a) to (i) . **MADRAS RAILWAY SYSTEM—contd.**

Running powers—*Foreign lines over Home line—*

		Miles.
Bengal-Nagpur railway, Waltair to Vizagapatam (including Wharf and Swamp lines)	} for passenger and goods trains.	4.97
Southern Mahratta railway, Tadepalli to Bozwada		2.97
Nizam's Guaranteed State railway, distant signal at Bozwada to Bozwada station		0.89
	Total	8.83

6 (a) Madras railway proper (5' 6" gauge)—**Details of construction—**

The open mileage of the Madras railway proper amounts to 904.01 miles. This may be divided into (1) the *South-West line*, main line (Madras to Azhikal), 473.73 miles; branches, 123 miles; and (2) the *North-West line* (Arkonam to Raichur), 308.28 miles. Of the above 43.43 miles are double line.

There was, in addition, 1 mile under construction.

Sanction was first given to the construction of the South-West line in 1853 and it was opened through to Calicut in 1888. The North-West line was sanctioned in 1859 and was opened through to Raichur in 1871.

Permanent-way.—The present type of permanent-way for the main line is 80-lb. bull-headed steel rails, laid on cast iron pots, each weighing 112 lbs. The section, Calicut to Azhikal, is laid with 60-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient between Madras and Mallapuram is 1 in 200; between Mallapuram and Calicut, 1 in 100 (except at Mallapuram Ghat where it is 1 in 70 and at Walayar Ghat where it is 1 in 62); between Calicut and Cannanore, 1 in 150; between Jalarpet and Bangalore, 1 in 100 (except at Kuppam Ghat where it is 1 in 66); between Podanur and Mettupalaiyam, 1 in 80; between Olavakkot and Palghat, 1 in 106; between Walajah Road and Ranipet, 1 in 150; and between Arkonam and Raichur, 1 in 80 (except at Ballapalli Ghat where it is 1 in 66).

Terms of contracts—

The Madras railway is worked under the following contracts:—

*Contracts of—*22nd December 1852 (South-West line).

19th December 1855 (South-West line).

13th August 1858 (North-West line).

2nd January 1871 (Amalgamation).

18th January 1901 (Calicut-Azhikal extension).

1st November 1901 (Walajah Road (Arcot)-Ranipet branch).

The general conditions of the contracts are as follows:—

Government aid.—Guarantee of interest in sterling at 5 per cent. for term of contract. On some portion of the share capital and on debentures lower rates of interest are guaranteed. Land was provided free of cost.

Currency of contracts.—In ninety-nine years from 1st April 1857 the line reverts to Government on paying for the rolling-stock at its fair value, provided the Company does not previously give notice of its intention to surrender the contract. Government may, within six months after the expiration of 25 or 50 years of the term, determine the contract by purchase at the mean market value of the shares during the three preceding years. Possession to be taken of the railway at the half-yearly day next but one following the notice. Government may also determine the contract at any time, on giving three months' notice, if the Company fails to observe its obligations, Government repaying the capital expended.

Norm.—Government relinquished their right to determine the contract at the end of the 25th year, and the only remaining opportunity of giving notice of purchase will be in 1907 within six months after 1st April.

Power of Company to surrender contract.—The Company may, at any time, surrender on six months' notice, receiving back (either in cash or by annuity at the option of the Government) the capital expended.

Terms of working.—As to the lines covered by the contract of 2nd January 1871, after deducting the working expenses (which include any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor Work", subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year), the surplus profits, after repayment of the guaranteed interest of each half-year converted at the rate of exchange of 1s. 10d. per rupee, are divided equally between Government and the Company. As to the Calicut-Azhikal railway working expenses are calculated at the average rate prevailing in each half-year over the entire system, and if the net earnings in any half-year exceed the interest charges converted at the prescribed rate of exchange, one-fifth belongs to the Company; but any deficiency in one half-year is a first charge on the net receipts of that and the next succeeding half-year of every line of railway for the time being belonging to the Company. Subject to the provisions in the contract of 18th January 1901 the covenants and provisions of the several principal indentures apply to the Calicut-Azhikal railway.

Rates and fares.—Under the contract Government fixed maxima rates and fares, which cannot be altered by Government until the net receipts exceed 10 per cent. on the capital outlay. The fixed maxima rates cannot be altered by the Company without Government sanction. Authority, however, has been given to the Company, by an executive order, to vary its rates within the prescribed maxima without reference to Government.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 6} Sub-heads (a) to (c) **MADRAS RAILWAY SYSTEM—*contd.*****6 (a) Madras railway proper (5' 6" gauge)—*concl'd.***

Statistics of working—

Calendar year	TABLE I.							TABLE II.		
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Guaranteed interest (at current rates of exchange).	Company's share of net earnings.	Gain or loss to the State.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	
1879	11,45,69,493	66,26,486	29,75,170	1.81	57,04,205	..	—36,29,035	1856	75	51.66
1880	11,39,78,220	61,62,46	19,57,337	1.73	57,16,332	..	—37,59,195	1857	91	47.13
1881	11,40,07,804	63,11,312	20,75,856	1.82	57,16,365	..	—36,40,509	1858	93	55.33
1882	11,39,69,608	62,13,571	25,70,341	2.25	56,89,011	..	—31,18,170	1859	122	60.35
1883	11,39,92,074	66,31,909	25,26,549	2.22	57,08,416	..	—31,81,867	1860	117	73.50
1884	11,12,51,164	71,41,315	20,55,697	2.57	64,23,432	..	—34,87,745	1861	91	71.08
1885	11,50,34,160	76,57,993	32,79,168	2.85	67,38,206	..	—34,57,038	1862	84	74.02
1886	11,59,41,297	79,66,097	32,49,213	2.78	71,24,952	..	—38,95,709	1863	110	68.57
1887	11,40,70,190	81,72,335	29,80,029	2.52	73,20,207	..	—44,40,178	1864	133	49.62
1888	11,53,78,656	85,81,054	35,21,615	3.05	76,23,551	..	—41,02,236	1865	145	45.89
1889	11,63,84,070	91,10,894	37,38,421	3.21	76,69,934	..	—39,31,513	1866	147	45.62
1890	11,79,84,234	95,06,124	45,21,400	2.83	68,85,958	..	—23,64,478	1867	153	43.47
1891	11,89,92,009	93,14,688	39,06,529	3.28	73,92,186	..	—34,85,657	1868	181	41.48
1892	11,97,71,835	96,24,670	42,92,133	3.58	83,62,369	..	—40,70,236	1869	171	49.16
1893	12,03,89,490	1,05,05,036	54,21,712	4.50	84,80,732	..	—30,60,990	1870	146	52.84
1894	12,05,25,315	1,03,21,012	49,47,863	4.10	96,56,469	..	—47,08,606	1871	139	51.27
1895	12,08,91,797	1,12,08,407	58,10,310	4.80	96,17,135	53,195	—38,60,320	1872	148	52.19
1896	12,11,52,091	1,08,80,251	53,85,291	4.44	89,02,684	..	—36,07,393	1873	157	56.94
1897	12,15,01,808	1,14,65,314	59,52,565	4.92	84,81,597	91,135	—25,90,167	1874	132	64.67
1898	12,22,69,980	1,07,20,483	54,72,657	4.43	82,40,191	90,516	—29,18,080	1875	144	70.28
1899	12,34,93,025	1,05,45,192	50,16,254	4.06	80,58,144	..	—30,41,890	1876	159	64.38
1900	12,62,84,369	1,13,39,222	53,70,820	4.25	81,24,701	..	—27,53,881	1877	225	59.26
1901	13,13,51,379	1,14,86,803	57,55,693	4.40	83,15,733	..	—25,30,130	1878	148	70.05
1902	13,50,23,683	1,18,41,074	57,91,420	4.29	84,41,161	..	—26,50,044	1879	148	68.68
1903	13,61,05,517	1,26,21,022	55,67,564	4.08	84,39,831	..	—28,71,967	1880	138	63.24
1904	13,71,10,600	1,37,65,064	62,73,135	4.57	86,39,058	..	—23,56,923	1881	141	67.11
1905	13,65,08,306	1,39,16,956	58,69,047	4.24	87,03,239	..	—28,31,192	1882	155	63.84
1906	14,03,39,676	1,50,81,141	61,78,289	4.40	87,71,265	1,25,000	—27,17,976	1883	148	61.90
								1884	160	58.69
								1885	171	57.18
								1886	178	59.46
								1887	189	64.76
								1888	195	58.72
								1889	209	53.97
								1890	218	52.44
								1891	214	58.20
								1892	221	55.40
								1893	241	48.39
								1894	237	52.66
								1895	257	47.55
								1896	249	50.10
								1897	263	47.85
								1898	246	49.51
								1899	240	52.43
								1900	254	51.75
								1901	253	49.63
								1902	256	50.25
								1903	261	55.88
								1904	293	54.43
								1905	296	57.83
								1906	321	59.05

6 (b) Azhikal-Mangalore extension (5' 6" gauge)—**Details of construction—**

The open mileage (Azhikal to Kumbala) is 50.35 miles. It was sanctioned in 1901 and was opened in 1906. There are 20.91 miles (Kumbala to Mangalore) still under construction.

Permanent-way.—The permanent-way consists of 75-lb flat-footed steel rails laid on pyinkado, sal and jarrah sleepers.

Ballast.—The line is ballasted with laterite broken to 2" gauge in cuttings and sand with laterite covering in banks.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 90.

Terms of contract—

The line is worked under the following contract:—

Contract of—30th December 1903 (between the Secretary of State and the Madras Railway Company) for construction, maintenance and working—supplemental to the contract of 31st December 1902, for working a portion of the late East Coast (State) railway.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the State.

Currency of contract.—The contract is to continue in force till the 31st December 1907.

Terms of working.—The working expenses are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 6 **MADRAS RAILWAY SYSTEM—contd.**
 Sub-heads (a) to (i)

6 (b) Azhikal-Mangalore extension (5' 6" gauge)—contd.**Terms of contract—contd.**

in each half-year; a sum not exceeding Rs. 40 for every mile of line open to traffic for Government supervision and control; and the following:—

The actual expenditure incurred under the account heads of "Maintenance and renewal of permanent-way," "Repairs of bridges, etc., wages and materials," "Conservancy of rivers," and "Repairs of staff quarters;" and the share of general working expenses of the system under the remaining heads of account in proportion to the gross earnings of the state railway.

The balance of the gross earnings to belong to Government.

Rates and fares.—Government exercise full control over rates and fares.

Statistics of working—

TABLE I.						TABLE II.		
Calendar year.	Capital outlay to end of the year.	Gross earnings.	Net earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1906	1,20,19,658	30,810	14,990	0.12	4,17,122	—4,02,132	93	50.54

6 (c) Kolar Gold-fields railway (5' 6" gauge)—

The railway was constructed by the Mysore State in order to provide facilities for the gold-fields.

Details of construction—

The railway is 9.88 miles long and connects Bowringpet with Marikuppam. Its construction was sanctioned in 1892 and it was opened in 1894.

Permanent-way.—The line is laid with 76-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 66.

Terms of contract—

The railway is worked under the following agreement:—

Agreement of—1st July 1902 (between the Mysore Government and the Madras Railway Company) for working and maintenance with effect from 1st January 1901.

The general conditions of the agreement are as follows:—

Government aid.—The line is the property of the Mysore State.

Duration of agreement.—The agreement to remain in force subject to six months' notice from either side on the 30th of June or the 31st of December of any year.

Terms of working.—The Company to charge for working and maintenance the same proportion of gross earnings which the working expenses of the whole system, including this line, bear to the gross earnings of that system, and 5 per cent. of the gross earnings of the railway for rolling-stock.

Rates and fares.—Subject to certain special rates and fares, the same rates, etc., as are in force from time to time on the Madras railway.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1892	27,661	...	...	...	...	...
1893	5,27,634	...	...	...	...	...
1894	6,56,175	75,771	29,273	4.46	240	61.87
1895	6,61,654	1,52,953	66,379	10.03	294	56.60
1896	7,45,004	1,55,817	63,287	8.50	399	59.35
1897	7,91,074	2,08,854	90,278	11.41	402	56.77
1898	8,09,537	2,04,002	82,133	10.15	392	59.89
1899	10,79,552	1,77,667	56,827	5.27	343	69.01
1900	10,77,901	2,08,892	67,093	6.23	402	67.88
1901	11,20,830	2,17,661	91,877	8.20	421	57.79
1902	11,38,480	2,16,620	84,864	7.45	423	60.83
1903	11,02,504	2,07,957	75,337	6.87	403	67.70
1904	11,73,128	2,44,744	89,830	7.61	476	68.54
1905	11,87,804	1,88,402	67,600	5.69	367	66.12
1906	11,96,520	2,00,400	68,275	5.71	390	66.93

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 6}
^{Sub-heads (a) to (i)}. **MADRAS RAILWAY SYSTEM—contd.**

6 (d) Madras (North-East line) railway (5' 6" gauge)—**Details of construction—**

The North-East line, which is the southern portion of the old East Coast State railway, is 497.19 miles long. It consists of 485.26 miles of main line (Washermenpet to Waltair) and 11.93 miles of branches.

Its construction was sanctioned in 1890 and it was opened throughout in 1900.

The line from Korukkupettai to Basin Bridge Junction, 0.85 mile was under construction.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on wooden and pea-pod steel sleepers. The wooden sleepers are gradually being renewed by cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced only in the vicinity of towns, stations and level crossings.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient between Madras and Kistna canal is 1 in 200, and between Kistna canal and Waltair 1 in 150.

Terms of contract—

The line is worked under the following contract:—

Contract of—31st December 1902 (between the Secretary of State and the Madras Railway Company) for maintenance, management and working.

The general conditions of the contract are as follows:—

Currency of contract.—The contract is to continue in force till the 31st December 1907. If the original contract with the Company, dated the 2nd January 1871, is for any reason terminated under the provisions thereof prior to the expiry of the term of this contract, the latter also will, *ipso facto*, terminate at the same time. The contract may also be terminated after twelve months' notice on the 1st April of any year subsequent to 1904.

If the contract is determined by notice at any time previous to the 1st April 1907, and if the ratio of the working expenses to the gross earnings of the Company shall have been raised, by reason of the Company having worked the State railway under this contract, so that the total working expenses of the Company's system from the 1st January 1901 to the termination of the contract shall exceed 50 per cent. of the total gross earnings of the Company's system during such period, the Company will be entitled to suitable compensation for such increase.

Terms of working.—The working expenses of the State railway are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year; a sum not exceeding Rs. 40 for every mile of line open to traffic for Government supervision and control; and the following:—

the actual expenditure incurred under the account heads of "Maintenance and renewal of permanent-way,"

"Repairs of bridges, etc., wages and materials," "Conservancy of rivers," and "Repairs of staff quarters"

the share of the general working expenses of the system under the remaining heads of account in proportion to

the gross earnings of the State railway;

the allowances and interest payable under the contract for the use by the State railway of the Company's terminal station at Madras;

and the expenditure incurred by the Company in replacing or repairing the State railway locomotive engines and tenders;

The balance of the gross earnings to belong to Government.

Rates and fares.—Government exercise full control over rates and fares.

Government have reserved the power to require, at six months' notice, the re-transfer of the Junction station at Waltair and the branch taking off from the Junction to Vizagapatam.

Statistics of working—

TABLE I.							TABLE II.		REMARKS.
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.	
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
1890	3,79,400	7,590	—7,590	The figures prior to 1901 relate to the whole of the East Coast (State) railway.
1891	1,10,69,894	...	...	...	2,33,786	—2,33,786	...	...
1892	2,60,11,131	...	...	...	7,41,621	—7,41,621	...	...
1893	3,58,67,473	4,98,660	1,53,732	0.43	13,48,868	—11,95,136	68	84.09	
1894	4,39,47,727	14,80,678	1,50,921	0.34	15,92,009	—14,41,088	98	89.61	
1895	5,09,41,876	19,04,251	3,29,184	0.65	19,12,886	—15,83,702	90	83.71	
1896	6,38,64,948	24,66,573	5,39,901	0.85	23,72,875	—18,32,974	94	77.98	
1897	7,32,26,070	30,21,162	8,92,453	1.23	26,96,706	—18,04,343	100	69.69	
1898	8,24,02,969	28,10,742	4,69,831	0.81	30,98,828	—24,28,097	94	76.46	
1899	8,45,38,097	43,92,337	15,37,294	1.78	35,14,602	—19,77,806	104	65.11	
1900	8,80,71,781	64,04,543	26,54,794	3.01	34,48,555	—7,91,761	143	56.10	
1901	6,07,27,275	45,68,155	20,31,210	3.34	24,51,073	—4,19,862	176	65.63	
1902	6,16,89,605	45,46,551	16,19,128	2.62	24,46,187	—8,27,059	177	64.89	
1903	6,33,33,510	45,18,656	15,53,337	2.45	24,82,162	—9,28,885	176	65.63	
1904	6,43,95,889	50,48,367	15,61,875	2.43	25,44,580	—9,82,705	196	69.08	
1905	6,50,38,641	67,36,215	26,65,781	4.10	25,77,504	+88,377	262	60.48	
1906	6,57,16,083	60,68,407	24,19,766	3.68	26,07,349	—1,87,583	236	60.13	

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 6}_{Sub-heads (a) to (i)} . **MADRAS RAILWAY SYSTEM—*contd.*****6 (e) Nilgiri railway (3' 3½" gauge)—**

The old Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs. 25,00,000 and a contract was executed between the Secretary of State and that Company on the 26th February 1886. The old Company went into liquidation in April 1894, and a new Company was formed in February 1896 to purchase the line from the old Company and supply the capital required to complete it, and to construct the proposed extension to Ootacamund. The line from Mettupalaiyam to Coonoor was completed by the new Company and opened for traffic on the 15th June 1899. On the offer of the new Company to sell the line it was purchased by Government for £235,000 on the 1st January 1903.

Details of construction—

The open mileage of this railway is 16.99 miles. The line connects Mettupalaiyam with Coonoor. It was sanctioned in 1892 and was opened in 1899.

Besides the above there are under construction 11.75 miles, *viz.*, from Coonoor to Ootacamund.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50-lb. to the yard, laid on pyinkado sleepers. Between Kallar and Coonoor there is also a central rack rail with channel bars.

Ballast.—The line is ballasted with clean broken granite.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 318 feet radius.

Gradients.—The ruling gradient is 1 in 12.5.

Terms of contract—

The railway is worked by the Madras Railway Company under the following terms (approved in Government of India letter No. 563 R. T., dated the 27th June 1903)—

Government aid.—The line is the property of the State.

Currency of agreement—

Power to determine agreement— } The agreement may be terminated at any time on six months' notice from either party.

Terms of working.—The Nilgiri railway to pay actual outlay on engineering maintenance and for fuel, and repairs and renewals of engines and carriage and wagon stock. For all other expenses of working the Madras railway to receive 25 per cent. of gross earnings, *plus* 10 per cent. of the net receipts.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

Calendar year.	TABLE I.									TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Subsidy from Government.	Total income.	Percentage of total income on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
1890	67,850	...	...	...	...	...	...	...	...	...	...
1891	2,89,134	...	...	...	...	...	...	...	...	...	...
1892	8,89,751	...	...	...	...	...	...	...	...	...	...
1893	15,50,000	...	...	...	...	...	...	...	...	...	...
1894	18,10,000	...	...	...	...	...	...	...	...	...	...
1895	22,60,000	...	...	...	...	...	...	...	...	...	...
1896	18,92,610	...	...	...	...	...	...	...	...	...	...
1897	36,84,977	...	...	...	...	...	...	...	...	...	...
1898	44,54,085	...	...	...	...	...	...	...	...	...	...
1899	47,89,944	84,448	20,209	0.42	24,392	44,601	0.93	...	...	175	76.06
1900	48,96,490	1,76,032	86,642	1.77	23,006	1,09,648	2.24	...	...	200	42.63
1901	48,74,254	2,41,386	1,37,893	2.83	...	1,37,893	2.83	...	...	375	42.57
1902	49,08,431	3,09,063	1,12,111	2.28	...	1,12,111	2.28	...	...	352	63.73
1903	35,24,265	2,74,905	73,998	2.10	...	73,998	2.10	1,65,497	—91,509	311	78.09
1904	35,84,423	2,90,129	66,162	1.85	...	66,162	1.85	1,33,334	—67,232	328	77.20
1905	43,86,192	3,15,492	48,972	1.12	...	48,972	1.12	1,35,878	—66,906	357	84.48
1906	50,08,547	3,20,242	37,202	0.74	...	37,202	0.74	1,38,327	—1,01,125	363	88.38

6 (f) Shoranur-Cochin railway (3' 3½" gauge)—**Details of construction—**

The railway is 64.75 miles long and connects Shoranur with Ernakulam. It was sanctioned in 1899 and opened in 1902.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone and sand, chiefly the former.

Fencing.—The line is fenced in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 818.57 feet radius.

Gradients.—The ruling gradient is 1 in 80.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 6} _{Sub-heads (a) to (i)} **MADRAS RAILWAY SYSTEM—contd.**

6 (f) Shoranur-Cochin railway (3' 3½" gauge)—*concl'd.*

Terms of contract—

The Shoranur-Cochin railway is worked under the following agreement:—

Agreement of—1st January 1901 (between His Highness the Raja of Cochin and the Madras Railway Company) for construction and working.

The general conditions of the agreement are as follows:—

Government aid.—The line is the property of the Cochin State.

Currency of agreement.—This agreement is to remain in force until the termination of the agreement, dated the 2nd January 1871, between the Secretary of State and the Madras Railway Company.

Terms of working.—The Company charges for working the same proportion of the total revenue expenditure as the gross earnings of the Shoranur-Cochin railway bear to the gross earnings of the Madras railway system including the Shoranur-Cochin railway. After providing, from the net earnings, for the second contribution to the Madras Railway Provident Institution and for interest at the rate of 3 per cent. per annum on the booked capital expenditure of the Shoranur-Cochin railway including land, the balance is divisible between the Cochin Durbar and the Madras Railway Company in the proportion of four-fifths to the Durbar and one-fifth to the Company.

Rates and fares.—The same as are generally applicable from time to time to the system of railways worked by the Company.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1898	53,931	...	...	...	...	...
1899	80,927	...	...	...	...	...
1900	28,47,304	...	...	...	...	...
1901	50,82,280	...	...	...	...	...
1902	63,66,301	1,34,845	73,209	1.15	89	45.64
1903	64,41,390	3,52,964	1,98,023	3.07	105	43.90
1904	67,88,610	3,92,782	1,94,244	2.86	117	50.55
1905	68,30,214	3,86,945	1,61,395	2.36	115	58.29
1906	68,59,349	3,91,378	1,55,689	2.27	116	60.22

6 (g) Morappur-Dharmapuri railway (2' 6" gauge)—

Details of construction—

The railway is 18.53 miles long. It was sanctioned in 1902 as a famine feeder line and was opened in 1906.

Permanent way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of pyinkado.

Ballast.—The line is ballasted with stone in cuttings and in banks with moorum with stone covering broken to 2" gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Terms of contract—

The line is worked under the following contract:—

Contract of—4th October 1904 (between the Secretary of State and the Madras Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the State.

Currency of contract.—The contract is to continue in force till the 31st December 1907.

Terms of working.—The working expenses are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year; a sum not exceeding Rs. 40 for every mile of open line for Government supervision and control; the Company to charge for working and maintenance the same proportion of gross earnings which the working expenses of the whole system including this line bear to the gross earnings of that system, provided that such share shall in no case be less than an average sum of Rs. 35 per mile per week. The balance of the gross earnings to belong to Government.

Rates and fares.—Government exercise full control over rates and fares.

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Capital outlay to end of the year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1906	8,86,886	82,702	—431	...	30,280	—30,711	97	101.32

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 6} _{Sub-heads (a) to (i)} **MADRAS RAILWAY SYSTEM—concl'd.**

6 (A) Tirupattur-Krishnagiri railway (2' 6" gauge)—**Details of construction—**

The railway is 25·38 miles long. It was sanctioned in 1902 as a famine feeder line and was opened in 1905.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of Malabar teak.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2" gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Terms of contract—

The line is the property of the State and is worked under the same contract and on the same terms and conditions as apply to the Morappur-Dharmapuri railway [6 (g)].

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905	10,68,690	12,840	—1,067	...	18,802	—19,869	34	108·81
1906	10,78,762	46,276	—1,825		30,194	—41,019	35	108·94

6 (i) Salem-Attur railway (5' 6" gauge)—**Details of construction—**

The railway will be 36·06 miles long. It was sanctioned in 1903 as a famine feeder line ; but the commencement of work has not yet been authorised.

Number ^{Main head 7} _{Sub-head (a)} **NAGDA-MUTTRA RAILWAY (5' 6" gauge)—**

Details of construction—

This line which is under construction by the State, will be 380·50 miles long, viz., (1) main line, Nagda to Muttra 340·50 miles, and, (2), Baran branch, Kotah to Baran, 40 miles.

The construction of the main line was sanctioned in 1905 and the Baran branch in 1906.

Number ^{Main head 8} _{Sub-heads (a) to (c)} **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—**

Chairman—Charles Albert Winter, Esq.

Secretary—H. Rendel, Esq.

Offices—Winchester House, 50, Old Broad Street, London, E. C.

Lines comprising the system.—The Nizam's Guaranteed State railway system is made up of—

	Open line. Miles.
(a) Nizam's Guaranteed State railway (5' 6" gauge)	390·13
(b) Bezwada Extension railway (5' 6" gauge)	20·58
(c) Hyderabad-Godavari Valley railway (3' 3½" gauge)	301·13
Total	741·84

Running powers—

Home line over foreign line :—

Distant signal at Bezwada to Bezwada station, Madras (North-East line), for passenger and goods trains 1·01

Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884 it was worked by State agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company. The section of the East Coast (State) railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station, was worked by this Company as part of its own system up to December 1897, when it was transferred to the East Coast (State) railway. It was transferred back to the Company for working from the 1st January 1901.

6 (a) Nizam's Guaranteed State railway proper (5' 6" gauge)—**Details of construction—**

The open mileage of the Nizam's Guaranteed State railway proper is 330·13 miles, which may be divided into main line (Wadi junction to the British frontier), 310·10 miles, and branches, 20·03 miles. Its construction was first sanctioned in 1871 and it was opened through in 1889.

Permanent-way.—The first 47 miles from Wadi are laid with 75-lb. bull-headed steel rails on cast iron pot sleepers and the following 9 miles with 68-lb. double-headed steel rails on cast iron pot sleepers. The remainder of the line is laid with 66½-lb. flat-footed steel rails on steel pea-pod sleepers, with the exception of the mixed (5' 6" and 3' 3½") gauge line from Secunderabad to Hyderabad which has wooden sleepers under the same section of rail.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station-yards are fenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The railway is worked under the following :—

Contract of—27th December 1883 (between the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction, maintenance and working.

Letter No. 267 of—7th March 1903 from the Nizam's Government to the Railway Company as to rates and fares.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 8} _{Sub-heads (a) to (c)} NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—contd.

8 (a) Nizam's Guaranteed State railway proper (5' 6" gauge)—concl'd.

Terms of contract—concl'd.

The general conditions are as follows:—

Terms of contract.—The Nizam's Guaranteed State Railways Company was formed in 1883 for the purpose of acquiring and working the then existing railway and of constructing on the same gauge and working certain new lines, with a capital not exceeding £4,500,000 to be raised by the issue of shares and redeemable mortgage debentures (or as may be agreed upon), His Highness the Nizam's Government paying thereon for 20 years an annuity to be applied in payment of interest and towards a sinking fund for the redemption or reduction of capital. Land was provided free of charge.

Note.—The guarantee of His Highness the Nizam's Government on the share capital of £2,000,000 and £984,640 four per cent. debentures expired.

Currency of contract.—The contract is current for a period of 99 years. On expiry by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The Nizam's Government has the option of purchasing the line on the 1st January 1914, 1934 or 1954, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

Terms of working.—From gross earnings are deducted working expenses, and during the guaranteed period the net earnings are applied in the first instance to repayment of the annuity paid in the same half-year. Of the residue one moiety is utilised towards the repayment of previous payments of annuity and sums owing to the Nizam's Government, and the balance is paid to the Company. After the expiration of the annuity, a sum sufficient for payment of interest on the capital unredeemed will be retained by the Company, and of the balance one-half will be paid to the Nizam's Government, the remaining half being made over to the Company.

Rates and fares.—The rates and fares not to be higher than those adopted in 1883, except with the previous assent of the Nizam's Government.

Statistics of working—

Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	TABLE II. (Includes Bezwada Extension.)	
					Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1879	1,16,46,997	6,94,401	89,925	0.77	110	87.01
1880	1,21,90,870	7,02,716	2,48,604	2.04	112	68.08
1881	1,22,85,391	7,56,834	2,48,666	2.35	120	61.32
1882	1,22,27,794	8,59,418	3,75,099	3.07	141	56.35
1883	1,22,83,560	8,53,521	2,37,932	1.94	137	72.12
1884	1,23,08,720	9,72,917	4,70,327	3.82	155	63.02
1885	2,03,60,998	11,13,350	4,87,034	2.37	178	56.26
1886	2,71,49,342	13,81,077	6,94,524	2.56	143	49.71
1887	2,89,71,143	15,48,691	8,52,905	2.95	143	64.31
1888	3,55,11,854	17,76,075	7,57,467	2.13	118	57.35
1889	3,59,46,922	22,57,462	7,72,513	2.15	129	66.90
1890	3,77,11,194	25,07,268	10,39,590	2.70	140	59.74
1891	3,95,18,791	27,76,437	12,57,860	3.19	151	51.70
1892	3,95,48,395	27,80,612	13,24,959	3.35	161	53.35
1893	4,01,96,909	30,61,905	14,56,451	3.57	136	53.08
1894	4,02,33,826	32,56,885	16,22,028	4.03	177	50.20
1895	4,06,43,819	33,15,541	15,77,149	3.88	185	53.77
1896	4,08,24,737	33,03,522	17,28,196	4.24	187	50.02
1897	4,09,60,914	36,10,354	19,38,769	4.73	205	48.67
1898	4,10,54,439	39,07,612	22,74,580	5.54	221	44.20
1899	4,15,08,731	41,10,201	25,01,046	6.02	240	43.45
1900	4,17,49,124	43,12,056	28,41,985	6.81	286	41.52
1901	4,24,30,543	40,77,927	26,48,120	6.24	236	33.59
1902	4,28,89,527	44,06,494	26,82,533	6.25	254	39.89
1903	4,30,13,683	43,15,630	25,38,386	5.90	251	41.79
1904	4,32,66,412	43,32,440	27,90,690	6.45	252	36.18
1905	4,35,86,043	42,78,161	28,49,703	6.54	251	38.98
1906	4,36,45,097	44,84,105	27,98,897	6.41	262	38.12

8 (b) Bezwada Extension railway (5' 6" gauge)—

Details of construction—

This railway is 20.58 miles long and extends from the Hyderabad frontier to Bezwada. Its construction was sanctioned in 1886 and it was opened in 1889.

Permanent way.—The line is laid with 66½-lb. flat-footed steel rails on steel pen-and-pod sleepers, except at miles 317 and 318 which are laid on wooden sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced at stations only.

Curves.—There are no curves with a radius of less than 1,900 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The line is maintained and worked for the same percentage of its gross earnings as the aggregate working expenses of the amalgamated undertaking of the 5' 6" gauge system bear to the aggregate gross earnings for the same half-year plus 5 per cent. of the gross earnings of the Bezwada extension railway for the use of rolling-stock, and the cost of Government Audit establishment and interest on joint works at Bezwada.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 8} _{Sub-heads (a) to (c).} **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.*****8 (b) Bezwada Extension railway (5'6" gauge)—*concl'd.***

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1887	8,11,654	...	...	...	16,368	-16,368		
1888	11,56,237	...	...	...	39,357	-39,357		
1889	13,46,302	76,671	16,326	1 21	53,530	-37,204		
1890	13,90,830	74,731	16,318	1 17	54,530	-38,213		
1891	14,11,077	87,367	28,699	2 03	56,266	-27,567	Included with the Nizam's Guaranteed State railway proper.	
1892	14,17,074	98,779	28,347	2 00	56,584	-28,237		
1893	14,21,456	1,04,386	33,972	2 39	56,888	-22,916		
1894	14,26,901	1,71,016	71,270	5 00	57,132	+14,148		
1895	14,31,042	95,119	95,119	6 64	57,239	+37,880		
1896	14,35,588	73,057	38,496	2 68	57,406	-18,910		
1897	14,36,518	1,66,800	56,045	3 79	58,388	-1,738		
1898	15,01,343	1,69,061	95,390	6 35	59,560	+35,821		
1899	15,02,651	3,12,172	1,84,365	12 27	60,101	+1,24,264		
1900	15,02,618	3,56,146	2,38,989	15 90	60,106	+1,78,883		
1901	11,51,678	2,77,177	1,56,929	13 63	35,509	+1,21,420		
1902	11,60,425	2,89,663	1,40,320	12 08	46,375	+63,554		
1903	11,77,047	3,25,383	1,67,932	14 22	46,617	+1,20,715		
1904	11,73,731	2,94,153	1,53,368	13 04	46,898	+1,06,460		
1905	11,78,645	3,47,400	2,04,239	17 33	47,046	+1,57,193		
1906	11,81,020	3,49,206	1,91,737	16 23	47,182	+1,44,555		

8 (c) Hyderabad-Godavari Valley railway (3' 3½" gauge)—**Details of construction—**

This railway connects Manmad with Hyderabad and is 391.13 miles long. Its construction was sanctioned in 1897 and it was opened through in 1901.

Permanent way.—The permanent way consists of 50-lb. flat-footed steel rails on steel pea-pod sleepers from mile 0 to 3½ and 39 to 49½, except within station limits, on steel and wooden sleepers from mile 30½ to 384 and on wooden sleepers for the remainder.

Ballast.—The line is ballasted throughout with stone, sand and moorum.

Fencing.—The line is fenced from mile 37½ to 381 and at all stations.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 133.3.

Terms of contract—

The railway is worked under the following agreement:—

Agreement of.—16th March 1897 (between His Highness the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction and working.

The general conditions of the agreement are as follows:—

Terms of contract.—Capital to the extent of £2,500,000 to be raised by the issue of redeemable mortgage debentures, the Nizam's Government paying thereon an annuity, and, in addition, a sum of one per cent. per annum for 20 years towards a sinking fund for the redemption of such debentures which will be a first charge on the Hyderabad-Godavari Valley railway and a second charge on the Nizam's Guaranteed State railway; after the expiration of the guaranteed period the interest payable thereon to be a first charge on the net earnings of the former line and a second charge on the surplus net earnings of the latter line after the service of the existing debenture debt has been provided for. The free use of land is provided for.

Currency of contract.—On expiry of the contract by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The contract runs concurrently with that of the Nizam's Guaranteed State Railways Company, and the Nizam's Government has the option of purchasing the line on the 1st January 1914, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon, or on the 1st January 1934 or 1954 without bonus. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings are deducted working expenses, and the net earnings are applied in the first instance towards repaying the amount paid as interest on capital during construction, and during the guaranteed period to repayment of the annuity paid in same half-year, and not more than half the residue to repayment of previous payments of annuity, the remaining moiety being added to and dealt with as part of the net earnings of the Company in respect of the Nizam's Guaranteed State railway. After expiration of the annuity a sum sufficient for payment of interest on the capital unredeemed to be retained by the Company, and of the balance one-half to be paid to the Nizam's Government the remaining moiety being dealt with as above.

Rates and fares.—Rates and fares not to be in excess of those prevailing on the Nizam's Guaranteed State railway.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 8} Sub-heads (a) to (c) **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—concl'd.****8 (c) Hyderabad-Godavari Valley railway (3' 3½" gauge)—concl'd.**

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1886	3,74,350	...	...	...	...	...
1887	17,61,352	...	...	...	...	...
1888	86,55,416	...	...	...	...	...
1889	2,00,21,979	63,381	36,877	0.18	48	41.82
1900	2,31,94,817	10,63,023	4,20,826	1.81	70	60.41
1901	2,44,37,419	20,10,033	9,23,300	3.77	99	54.07
1902	2,57,75,220	22,88,043	9,67,892	3.76	112	57.79
1903	2,62,07,341	22,14,752	8,86,201	3.38	109	59.98
1904	2,61,85,096	22,11,781	7,74,804	2.93	109	64.97
1905	2,68,15,349	29,64,122	13,29,009	4.96	146	55.16
1906	2,69,36,746	30,32,503	14,21,747	5.29	149	53.12

Number ^{Main head 9} Sub-heads (a) to (l) **NORTH WESTERN (STATE) RAILWAY SYSTEM—**

Lines comprising the system.—The North Western (State) railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) North Western (State) railway (5' 6" gauge)	3,371.71	268.94	3,640.65
(b) Amritsar-Patti railway (5' 6" gauge)	27.49	...	27.49
(c) Jammu and Kashmir (Native state section) (5' 6" gauge)	15.98	...	15.98
(d) Ludhiana-Dhuri-Jakhal railway (5' 6" gauge)	78.65	...	78.65
(e) Rajpura-Bhatinda railway (5' 6" gauge)	107.05	...	107.05
(f) Southern Punjab railway (5' 6" gauge)	425.33	...	425.33
(g) Southern Punjab "Ludhiana" Extension railway (5' 6" gauge)	155.05	...	155.05
(h) Khushalgarh-Kohat-Thal railway (2' 6" gauge)	91.73	...	91.73
(i) Nowshera-Durgai railway (2' 6" gauge)	40.25	...	40.25
(j) Daudot Light railway (2' 0" gauge)	6.18	...	6.18
(k) Jullundur-Kapurthalla-Sullanpur (British section)	not yet finally settled,	6.80	6.80
(l) Jullundur-Kapurthalla-Sullanpur (Native State section)		22.02	22.02
Total	4,319.42	297.76	4,617.18

Running powers—

Home line over foreign line.—

East Indian railway, Ghaziabad to Delhi, for passenger and goods trains 1300 Miles.

9 (a) North Western (State) railway proper (5' 6" gauge)—

Details of construction—

The open mileage of the North Western (State) railway proper is 3,371.71 miles, of which 199.77 miles are double line. This may be divided into (1) the *Commercial section*, main line (Ghaziabad to Peshawar and Lahore to Karachi), 1,444.70 miles, and branches, 802.69 miles; (2) *Military section, Sind Sagar*, main line (Lala Musa to Sher Shah), 344.59 miles, and branches, 227.14 miles; (3) *Military section, Sind Pishin* (Ruk to Chaman), 336.03 miles; (4) *Military section, Mushkaf-Bolan*, main line (Sibi to Quetta), 86.74 miles, and branches, 35.74 miles; (5) *Military section, Quetta-Nushki* (Specund Junction to Nushki), 83.04 miles; and (6) *Peshawar-Jamrood branch*, 11.04 miles. The first sanction to the main line of this railway was given in 1859. It was opened through to Peshawar in 1883 and from Lahore to Karachi in 1889.

There are 268.94 miles, single line, under construction and 204.15 miles of existing single line are in course of being doubled.

Permanent-way.—The permanent-way is of various types. On the single line, of iron rails there are 60-lb. flat-footed, 68-lb. double-headed, 60-lb. bull-headed, 82-lb. double-headed and 68-lb. bull-headed; of steel rails there are 70-lb. flat-footed, 62-lb. flat-footed, 75-lb. flat-footed, 64-lb. double-headed, 68-lb. double-headed, 75-lb. double-headed, 68-lb. bull-headed, 84-lb. bull-headed, 100-lb. flat-footed, 77½-lb. bull-headed, 73-lb. bull-headed and 85-lb. bull-headed. On the double line, of iron rails there are 68-lb. double-headed; of steel rails there are 68-lb. double-headed, 75-lb. flat-footed, 77½-lb. bull-headed and 100-lb. flat-footed. The sleepers used are chiefly of wood, but cast-iron (oval or round) pots and steel transverse sleepers are also extensively used.

Ballast.—The line is ballasted throughout with sand, bricks and broken stone.

Fencing.—The line is fenced from Karachi to Lahore and from Lala Musa to Ghaziabad, also from Ruk to Jhatpat. The line between Lala Musa and Peshawar is partially fenced.

Curves.—The sharpest curve is of 408 feet radius.

Gradients.—The ruling gradient between Kotri and Rohri, and Sibi and Ruk, is 1 in 500; between Ghaziabad and Lala Musa, and Kotri and Lahore, 1 in 400; between Karachi and Kotri, 1 in 189; and between Lala Musa and Peshawar, 1 in 100. The ruling gradients on the Sind-Sagar, Mari-Attock, Sind-Pishin and Mushkaf-Bolan lines are 1 in 400, 1 in 80, 1 in 40 and 1 in 25, respectively.

Terms of contracts—

Nil. The line is owned and worked by the State.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 9} Sub-heads (a) to (i). NORTH WESTERN (STATE) RAILWAY SYSTEM—contd.

9 (a) North Western (State) railway proper (5' 6" gauge)—contd.

Statistics of working—

TABLE I.										TABLE II.											
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Annuity.	Surplus profits paid to Company.	Gain or loss to the State.	Calendar year.	Lambies per mile per week.	Sind-Punjab and Delhi, 5' 6".	Punjab-Northern, 5' 6".	Indus Valley and Kaudhar, 5' 6".	Amritsar-Pathankot, 5' 6".	North Western (State).						
															Commercial section.	Military section.	Entire line.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
1879	21,67,61,217	1,51,37,021	55,30,970	2'55	1,00,20,015	...	...	-14,02,115	1861	59	87'25	...	...	...	...	...	...	...	...	...	...
1880	25,06,35,401	1,00,30,060	75,50,561	3'02	1,11,50,910	...	21,121	-36,52,890	1882	112	79'50	...	...	...	...	...	...	...	...	...	...
1881	26,38,20,396	90,04,725	46,13,547	1'75	1,17,64,806	...	...	-71,51,321	1883	171	83'04	...	...	...	...	...	...	...	...	...	...
1882	27,49,34,570	82,43,072	57,06,011	2'11	1,05,83,712	...	...	-47,87,701	1884	170	87'20	...	...	...	...	...	...	...	...	...	...
1883	28,19,15,806	1,03,81,148	67,10,241	3'09	1,07,49,101	...	...	-20,24,688	1885	101	82'18	...	...	...	...	...	...	...	...	...	...
1884	20,20,27,775	1,07,68,718	88,21,631	9'02	1,16,26,701	...	...	-30,05,070	1886	116	70'15	...	...	...	...	...	...	...	...	...	...
1885	31,00,13,458	1,40,78,053	1,37,44,127	4'34	1,64,08,037	...	1,25,053	-29,50,525	1887	121	89'08	...	...	...	...	...	...	...	...	...	...
1886	33,88,68,513	2,63,00,901	1,10,02,830	3'54	1,14,07,146	61'4	...	-47,15,042	1888	122	80'08	...	...	...	...	...	...	...	...	...	...
1887	30,10,48,700	2,10,09,389	57,77,555	1'00	1,01,60,770	59,30,322	...	-132,0,510	1889	134	85'7	...	...	...	...	...	...	...	...	...	...
1888	37,50,53,529	2,57,79,306	83,66,508	2'23	1,00,18,938	59,45,750	...	-1,08,08,000	1890	154	88'67	...	...	...	...	...	...	...	...	...	...
1889	38,79,09,431	2,52,06,820	1,02,84,741	2'06	1,13,76,516	83,08,708	...	-91,00,51	1891	101	57'35	...	...	...	...	...	...	...	...	...	...
1890	41,54,07,159	2,73,09,035	1,02,57,001	2'47	1,16,00,585	71,54,323	...	-88,63,307	1892	161	64'08	63'41	...	...	...	...	...	...	...	...	...
1891	41,87,30,071	3,25,78,358	1,21,32,621	2'00	1,20,67,512	50,05,209	...	-79,40,321	1893	180	67'03	101'77'27	...	...	...	...	...	...	...	...	...
1892	42,71,90,070	3,04,35,065	94,50,000	2'21	1,24,26,030	80,84,070	...	-1,10,50,116	1894	241	67'16	130'80'81	...	...	...	...	...	...	...	...	...
1893	43,71,03,581	3,02,68,732	97,07,643	2'24	1,27,01,082	90,98,543	...	-1,20,02,584	1895	234	64'50	169'00'38	66'122'07	...	...	...	...	...	...	...	...
1894	44,78,05,028	3,23,14,007	1,28,25,181	2'30	1,21,63,276	1,03,69,246	...	-90,87,343	1896	317	60'32	345'79'52	121'81'16	...	...	...	...	...	...	...	...
1895	46,28,14,402	3,62,18,382	1,64,40,068	3'55	1,35,01,193	1,03,17,345	...	-73,71,580	1897	352	55'02	360'83'25	209'71'15	...	...	...	...	...	...	...	...
1896	47,81,00,802	2,94,41,740	1,18,86,100	2'10	1,42,35,127	96,43,558	...	-1,10,02,406	1898	285	68'76	108'59'64	155'79'73	...	...	...	...	...	...	...	...
1897	48,79,25,296	3,20,03,448	1,40,78,597	3'07	1,45,40,298	90,05,191	...	-56,56,592	1899	256	66'00	181'83'71	141'00'17	...	...	...	...	...	...	...	...
1898	49,37,11,910	3,70,01,912	1,85,74,360	3'70	1,50,41,150	50,35,840	...	-51,02,044	1900	296	57'13	144'81'11	203'55'55	...	...	...	...	...	...	...	...
1899	50,01,04,031	3,62,21,760	1,00,80,223	3'22	1,50,40,208	85,61,496	...	-75,12,301	1901	290	61'26	130'72'34	210'00'40	67'55'78	...	...	...	...	...	...	...
1900	50,57,26,113	3,16,23,237	1,32,10,151	2'01	1,54,25,164	85,76,683	...	-1,07,82,606	1902	373	57'35	165'02'60	300'40'85	84'90'28	...	...	...	...	...	...	...
1901	51,04,27,448	4,11,80,277	2,03,56,471	3'00	1,55,50,694	80,03,222	...	-37,05,448	1903	...	...	...	...	...	...	...	...	...	...	...	...
1902	52,63,16,084	4,23,10,927	1,73,70,004	3'31	1,50,00,000	85,81,456	...	-71,80,021	1904	...	...	...	...	...	...	...	...	...	...	...	...
1903	53,31,67,891	4,03,63,876	1,50,08,617	4'00	1,02,68,103	85,77,430	...	+1,42,981	1905	...	...	...	...	...	...	...	...	...	...	...	...
1904	54,62,80,823	6,16,50,310	3,22,02,009	5'02	1,07,34,700	85,77,430	...	+60,80,779	1906	...	...	...	...	...	...	...	...	...	...	...	...
1905	57,60,84,021	6,80,74,943	3,80,52,383	5'04	1,72,13,261	85,77,430	...	+32,01,602	...	...	...	...	...	...	...	...	...	...	...	...	...
1906	60,67,74,836	6,18,06,041	3,83,40,019	4'84	1,80,71,178	85,77,430	...	+26,93,311	...	...	...	...	...	...	...	...	...	...	...	...	...

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 9}_{Sub-heads (a) to (l)}. NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd.*

9(b) Amritsar-Patti railway (5' 6" gauge)—

Details of construction—

This line, from Amritsar *via* Tarn Taran to Patti, is 27·49 miles long. It was sanctioned in 1905 and opened in 1906.

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line has not been yet ballasted.

Fencing.—Station yards only are fenced.

Curves.—The sharpest curve is of 2,292 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contracts—

The railway is worked under the following :—

Contract of—22nd March 1905 (between the Secretary of State and the Amritsar-Patti Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—A rebate is allowed up to 45 per cent. of the gross earnings from traffic (except the earnings derived from the carriage of stores) inter-changed between the North Western railway and the Amritsar-Patti railway so as to make up an amount equal to interest for the year at a rate of 5 per cent. per annum on the actual capital expenditure plus Rs. 6,000 for each year for or towards the office expenses and the expenses of management and direction. Land provided free.

Currency of contract.—Government may, by giving 12 months' notice, determine the contract on 31st December 1935 or at the end of any subsequent period of 10 years paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years but not exceeding by more than 20 per cent. the total capital expenditure of the Company nor being less than such capital expenditure.

Terms of working.—Government undertake to work and maintain the line and provide rolling stock at 45 per cent. of the gross earnings. When the net earnings of the Company in any year shall exceed the minimum amount sufficient to pay a dividend of 5 per cent. per annum such excess shall be applied towards the payment of office expenses and the expenses of management and direction up to a limit of Rs. 9,000 for such year and the balance, if any, shall be divided equally between Government and the Company.

Rates and fares.—Rates and fares to be fixed by Government within the maxima and minima rates and fares in force on the North Western railway.

Statistics of working.—

TABLE I.					TABLE II.	
Calendar year.	Capital expenditure to end of the year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1906	11,90,964	15,368	8,452	0·71	69	45·00

9(c) Jammu and Kashmir (Native State section) (5' 6" gauge)—

Details of construction—

This line, which extends from the Kashmir frontier to the left bank of the Tawi river near Jammu, is 15·98 miles long. Its construction was sanctioned in 1888 and it was opened in 1890.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced except at Sialkot station.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 500.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 9} _{Sub-heads (a) to (i)} NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd.*9(c) Jammu and Kashmir (Native State section) (5' 6" gauge)—*concl'd.*

Terms of contracts—

The railway is worked by the State under the following agreement :—

Agreement of—2nd February 1906, having effect from 1st January 1903, (between the Government of India and the Kashmir Durbar) for working.

The general conditions of the agreement are as follows :—

Government aid.—Government allow this railway, in addition to 44·5 per cent. of the gross earnings of the Tawi-Suchetgarh section, a rebate payment on interchanged traffic to the extent necessary to give the Durbar a total dividend of 3½ per cent. per annum on the actual expenditure to the end of the half-year concerned as entered in rupees in the capital account of the said railway—subject to a maximum limit equal to the net earnings of the North Western (State) railway from traffic interchanged with this section.

Duration of agreement.—The agreement is current for a period of five years from 1st January 1903 and is terminable thereafter on six months' notice by either side.

Terms of working.—The North Western (State) railway works and maintains the line for 55·5 per cent. of its gross earnings, which includes both hire of necessary locomotives and rolling stock and the cost, subject to a limit of Rs. 30 per mile per annum, of such new minor works as are usually charged to revenue on the North Western (State) railway. The cost of additional works usually charged to capital is to be found by the Durbar, no charge being made by the North Western (State) railway for supervision of the construction of such capital works except where special establishment is required.

Rates and fares.—Rates and fares are those which are from time to time in force on the main line of the North Western (State) railway.

Statistics of working—

TABLE I.							TABLE II.		
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Rebate from North Western (State) railway.	Total income.	Percentage on total income.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1888	29,545	...	...	...	...	...	...	...	...
1889	7,51,458	...	...	...	...	...	...	...	...
1890	12,37,071	45,667	13,770	1·11	...	...	...	...	...
1891	13,80,083	57,312	15,304	1·15	...	...	...	Included with the North Western (State) railway.	
1892	9,45,302	41,718	15,444	1·63	...	...	...
1893	9,56,327	54,637	14,332	1·50	...	...	...
1894	9,59,773	60,403	17,553	1·83	...	...	...
1895	9,60,010	56,239	25,026	2·60	...	...	...
1896	9,60,011	55,185	24,558	2·55	...	...	...
1897	9,65,151	48,509	21,587	2·24	...	...	...
1898	9,62,846	48,164	21,433	2·23	...	...	...	58	55·50
1899	9,60,820	51,532	22,932	2·39	...	...	...	62	55·50
1900	9,60,492	55,215	24,571	2·56	...	...	...	67	55·50
1901	9,60,630	52,484	23,355	2·43	...	...	...	63	55·50
1902	9,62,471	51,805	23,080	2·40	...	...	...	63	55·50
1903	9,62,284	54,881	24,422	2·54	9,258	33,680	3·50	66	55·50
1904	9,62,208	56,231	25,023	2·60	8,655	33,678	3·50	68	55·50
1905	9,62,208	66,842	29,745	3·00	4,540	34,385	3·57	80	55·50
1906	9,78,566	77,688	34,571	3·58	684	35,255	3·60	93	55·50

9(d) Ludhiana-Dhuri-Jakkhal railway (5' 6" gauge)—

Details of construction—

This railway is 78·65 miles long. Its construction was sanctioned in 1899 and it was opened in 1901.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—Only station yards and about 100 feet on each side of level crossings are fenced.

Curves.—The sharpest curve is of 1,364 feet radius.

Gradients.—The ruling gradient is 1 in 400.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 9}_{Sub-heads (a) to (i)} NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd.*9(d) Ludhiana-Dhuri-Jakkhal railway (5' 6" gauge)—*concltd.*

Terms of contract—

The railway is worked under the contract of 6th September 1899 (between the Secretary of State and the Malerkotla and Jind Durbars) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—*Nil.* The line was constructed at the cost of the Malerkotla and Jind Durbars.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year on six months' notice by either party. The contract may also be determined by the Secretary of State for breach of any of its provisions if they are not remedied within six months of being notified. Upon the determination of the contract the North Western (State) railway will give to the Malerkotla and Jind Durbars possession of the railway, works, surveys and stores, and, on this being done, the Malerkotla and Jind Durbars will indemnify the North Western (State) railway from all debts and liabilities incurred for the Ludhiana-Dhuri-Jakkhal railway then subsisting. The working stores provided by the North Western (State) railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working.—After deduction of 55 per cent. of the gross receipts for working expenses the balance is paid to the Malerkotla and Jind Durbars to be divided between them in the proportion of $\frac{1}{3}$ th and $\frac{2}{3}$ ths, respectively.

Rates and fares.—Rates and fares as in force on the North Western (State) railway.

Statistics of working—

TABLE I.					TABLE II.		REMARKS.
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.	
	Rs.	Rs.	Rs.		Rs.		
1901	43,10,407	2,02,297	91,034	2.11	68	55.00	The decrease in Capital outlay in 1903 was due to credits.
1902	43,24,739	4,06,005	1,82,252	4.21	99	55.00	
1903	41,19,964	3,15,026	1,61,762	3.44	77	55.00	
1904	41,19,334	3,46,059	1,55,727	3.78	85	55.00	
1905	41,22,517	5,15,007	2,31,753	5.62	126	55.00	
1906	41,70,693	6,44,063	2,89,829	6.95	157	55.00	

9(e) Rajpura-Bhatinda railway (5' 6" gauge)—

Details of construction—

This railway is 107.05 miles long. Its construction was first sanctioned in 1883 and it was opened through in 1889.

Permanent-way.—The line from Rajpura to Patiala is laid with 68-lb. bull-headed steel rails on deodar sleepers, and from Patiala to Bhatinda with 75-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—The line is fenced between Rajpura and Patiala at station yards, and 100 feet on each side of level crossings between Patiala and Bhatinda.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Terms of contract—

The railway is owned by the Patiala State and is worked by the North Western (State) railway under the following :—

Contract of—30th January 1893 (between the Secretary of State and the Patiala Durbar) for maintenance and working.

Government of India letter No. 817 R. T. of 5th October 1903, sanctioning the reduction in the percentage of gross earnings to be retained by the North Western (State) railway for working, from 55 to 52, with effect from 1st January 1904.

The general conditions of the contract are as follows :—

Government aid.—*Nil.* The line was constructed at the cost of the Patiala Durbar.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract the North Western (State) railway will give to the Patiala Durbar possession of the railway, works, surveys and stores, and, on this being done, the Patiala Durbar will indemnify the North Western (State) railway from all debts and liabilities incurred for the Rajpura-Bhatinda railway then subsisting. The working stores provided by the North Western (State) railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working.—55 per cent. of the gross earnings to end of 1903 and 52 per cent. thereafter.

Rates and fares.—Rates and fares as in force on the North Western (State) railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112]

Number ^{Main head} Sub-heads (a) to (l). NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd.*9(e) Rajpura-Bhatinda railway (5' 6" gauge)—*concl'd.*

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1884	11,12,350	5,111	— 496	...	17	100.72
1885	12,29,141	48,769	— 4,235	...	59	108.09
1886	12,99,141	61,623	13,816	1.12	78	78.63
1887	12,43,250	} Not available	15,425	1.24	} Included with North Western Railway.	
1888	22,61,990		18,640	0.82		
1889	62,83,918		58,103	0.93		
1890	65,06,341		56,946	0.99		
1891	65,81,573	7,19,850	3,23,937	4.92	128	55.00
1892	66,41,382	5,64,063	2,53,824	3.82	110	75.00
1893	67,26,344	6,31,447	3,07,956	4.58	122	55.00
1894	67,01,609	12,79,312	5,66,565	8.45	224	55.00
1895	67,02,457	13,18,002	5,91,506	8.66	235	55.00
1896	66,95,813	9,97,826	4,49,032	6.71	173	55.00
1897	66,96,131	6,96,927	3,13,617	4.63	121	55.00
1898	67,04,520	7,02,977	3,16,187	4.72	125	55.00
1899	67,05,785	6,79,320	3,05,784	4.56	122	55.00
1900	67,05,594	6,93,594	3,12,211	4.66	123	55.00
1901	67,10,823	8,60,612	3,57,380	5.77	155	55.00
1902	67,12,917	8,40,917	3,74,126	5.64	151	55.00
1903	67,18,890	9,64,002	4,33,801	6.46	173	55.00
1904	67,23,143	10,67,025	5,12,604	7.62	192	52.00
1905	67,18,891	12,43,390	6,01,628	8.95	225	52.00
1906	68,02,590	11,97,174	5,69,825	8.37	213	52.00

9(f) Southern Punjab railway (5' 6" gauge)—

Chairman.—Sir Bradford Leslie, M.I.C.E., K.C.I.E.

Secretary.—Urban Broughton, Esq.

Office.—70, Cornhill, London, E. C.

The railway runs from Delhi, *via* Bhatinda, to Samasata on the North Western (State) railway, shortening the distance by railway between Delhi and Karachi by 187 miles as compared with the route *via* Umballa and Lahore.

Details of construction—

The mileage amounts to 425.33 miles, which may be divided into main line (Delhi to Samasata), 401.95 miles, and branch, 23.38 miles. The main line was opened through in 1897.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve is of 2,100 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contracts—

The railway is worked under the following contracts:—

Contract of—13th August 1895 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working.

4th May 1899 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Narwana-Kaithal branch.

4th October 1905 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Southern Punjab "Ludhiana" extension, 9 (g).

The general conditions of the contracts are as follows:—

Government aid.—Government allow the Company in respect of each half-year, by way of rebate on the net earnings of the North Western (State) railway from traffic interchanged with the Southern Punjab railway and from through traffic between stations of the North Western (State) railway sent over the Southern Punjab railway, such a sum (not exceeding the amount of such net earnings of the North Western (State) railway) as together with the Company's net earnings make up an amount equal to interest for the year at the rate of 3½ per cent. on the actual rupee expenditure charged in the capital account. Land was provided free of cost to the Company.

Currency of contract.—Government may, by giving twelve months' notice, determine the contract on the 31st December 1923, or at the expiration of any subsequent period of ten years, paying to the Company in sterling a sum equal to 25 times the average of the Company's share of the net earnings of the railway during the last preceding five years, not exceeding by more than 20 per cent. the total capital expenditure of the Company in sterling nor being less than such capital expenditure. Government may also determine the contract on the 31st December 1943, paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

Power of Company to surrender contract.—Nil.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 9} _{Sub-head (a) to (f)} **NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd.*****9(f) Southern Punjab railway (5' 6" gauge)—*concl'd.*****Terms of contracts—*concl'd.***

Terms of working.—Government undertake to work and maintain the line and provide rolling-stock at 52 per cent. of the gross earnings. Surplus profits in excess of 3½ per cent. per annum on the total capital expenditure in sterling are divisible equally at the close of each year between the Government and the Company. The North Western (State) railway take all receipts from traffic between its own stations including Delhi and Samasata, but excluding the Patiala State railway, which passes over the Southern Punjab railway. The Company, in addition to its earnings from local and interchanged traffic, receives, where it forms part of the shortest route, its mileage proportion of traffic between the North Western (State) railway and foreign lines.

Rates and fares.—Rates and fares are fixed by Government within the maxima and minima rates and fares in force on the North Western (State) railway.

Statistics of working—

TABLE I.							TABLE II.			REMARKS.
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Rebate from N. W. (S.) ry.	Total income.	Percentage of total income on capital outlay.	Earnings per mile per week	Proportion of expenses to earnings.	
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1895 . . .	21,19,141	Adjustments under the Cripps' award were brought into account in 1901, but in these statistics they have been adjusted and allocated to the proper years.
1896 . . .	1,36,67,048	...	...	...	...	...	...	...	...
1897 . . .	1,99,68,812	1,61,038	77,298	0.39	19,942	97,240	0.49	52	52.00	
1898 . . .	2,33,69,921	16,29,122	7,61,276	3.19	...	7,81,918	3.19	74	52.00	
1899 . . .	2,36,68,262	16,11,010	7,73,288	3.41	17,214	7,90,502	3.49	73	52.00	
1900 . . .	2,26,57,963	16,36,289	7,89,360	3.48	3,362	7,92,922	3.59	74	52.00	
1901 . . .	2,25,70,734	24,66,333	11,98,240	5.31	...	11,98,240	5.31	113	52.00	
1902 . . .	2,27,93,660	19,41,541	9,31,910	4.09	...	9,31,940	4.09	88	52.00	
1903 . . .	2,28,27,906	21,59,158	10,36,296	4.54	...	10,36,296	4.54	98	52.00	
1904 . . .	2,29,44,451	27,47,442	13,18,772	5.74	...	13,18,772	5.74	124	52.00	
1905 . . .	2,30,13,696	36,10,372	17,47,379	7.59	...	17,47,379	7.59	165	52.00	
1906 . . .	2,31,30,148	41,67,060	20,00,188	8.65	...	20,00,188	8.65	188	52.00	

9(g) Southern Punjab "Ludhiana" extension (5' 6" gauge)—**Details of construction—**

The open mileage, from Ludhiana, *via* Ferozepore, to McLeod Ganj is 155.05 miles. This extension was sanctioned in 1903 and opened through in 1906.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers.

Ballast.—The line is being ballasted chiefly with brick.

Fencing.—Only station yards, and short lengths on either side of all level crossings where gates and gate lodges have been provided, are being fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

This railway is worked as a part of the Southern Punjab railway under the contracts and conditions relating to that railway [9 (f)], except as follows:—

Government aid.—Government allow the Company, by way of rebate on the net earnings of the North Western (State) railway from traffic interchanged or sent over any part of the Company's lines including the Ludhiana extension, such a sum (not exceeding the amount of such net earnings of the North Western (State) railway) as together with the net earnings of the Company in respect of the Ludhiana extension will make up interest at the rate of 5 per cent. per annum on the capital expenditure of the Company in respect of the extension as charged in the capital account.

Currency of contract.—Concurrent with the contract contained in the Principal Indenture. If determined by notice of purchase on 31st December 1923, or at the expiration of any subsequent period of ten years, there shall be paid to the Company a sum equal to twenty-five years' purchase of the average of the Company's share of the net earnings of the extension during the five years immediately preceding such 31st December, subject to a maximum limit of 20 per cent. of the total capital expenditure on the extension and a minimum of the total sterling capital expenditure of the extension; if determined by notice of purchase on 31st December 1948 then the total amount of such capital expenditure as aforesaid in sterling.

Terms of working.—Surplus profits in excess of 5 per cent. per annum on the total capital expenditure are divisible at the close of each year between the Company and the Secretary of State in the proportion of one-fourth to the former and three-fourths to the latter.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Rebate from North Western (State) railway.	Total income.	Per cent. of total income on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 . . .	70,09,669	73,332	35,200	0.50	10,500	45,700	0.65	68	52.00
1906 . . .	79,33,781	6,29,557	3,02,187	3.81	33,318	3,35,505	4.23	83	52.00

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 9}
Sub-heads (a) to (i). NORTH WESTERN (STATE) RAILWAY SYSTEM—contd.

9(h) Khushalgarh-Kohat-Thal railway (2' 6" gauge)—

Details of construction—

The line is 91·73 miles long. Its construction was sanctioned in 1900 and it was opened through in 1903.

Permanent-way.—The permanent-way between Khushalgarh and Kohat consists of flat-footed steel rails, 35 lbs. to the yard, laid on wooden sleepers; the Kohat-Thal section is laid partly with 23-lb. and partly with 21-lb. rails, partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 239 feet radius.

Gradients.—The ruling gradient between Khushalgarh and Kohat is 1 in 83·3 and between Kohat and Thal 1 in 100.

Terms of contract.—The line is owned and worked by the State.

Statistics of working—

TABLE I.	TABLE II.		
	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
		Rs.	
Included with the North Western (State) railway	1902	31	67·89
	1903	34	174·56
	1904	84	222·38
	1905	38	166·86
	1906	50	143·68

9(i) Nowshera-Durgai railway (2' 6" gauge)—

Details of construction—

This railway is 40·25 miles in length. Its construction was sanctioned in 1899 and it was opened through in 1901.

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 477 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract.—The railway is owned and worked by the State.

Statistics of working—

TABLE I.	TABLE II.		
	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
		Rs.	
Included with the North Western (State) railway	1902	51	152·27
	1903	53	101·67
	1904	69	97·99
	1905	68	109·17
	1906	72	92·46

9(j) Dandot Light railway (2' 0" gauge)—

The Dandot Light railway has been constructed by the North Western (State) railway to develop the Dandot colliery, which is worked primarily for the benefit of the railway. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked with steel wire ropes by combined gravity and steam power. On the second portion (1·29 miles) there is another incline worked by gravity alone.

Details of construction—

The line is 6·18 miles long. The section from Dandot station to the mouth of the main mine was opened in 1889.

Permanent-way.—The permanent-way consists of old metre gauge 36-lb. and 40-lb. rails laid on deodar sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—One semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself.

Terms of contract.—The line is owned and worked by the State.

Statistics of working.—Included with the North Western (State) railway.

[For Index see page 112.]

9(k) Jullundur-Kapurthalla-Sultanpur (British section)—

9(l) Jullundur-Kapurthalla-Sultanpur (Native State section)—

Number Main head 10
Sub heads (a) to (c) **POUDH AND ROHILKHAND (STATE) RAILWAY SYSTEM—**

		Open line.	Under construction or sanctioned for construction.	Total.
		Miles.	Miles.	Miles.
(a) Oudh and Rohilkhand I (State) railway (5' 6" gauge)	. . . . .	1,210.75	99.15	1,309.90
	(3' 6" gauge)	1.81	...	1.81
(b) Haridwar-Delhra railway (5' 6" gauge)	. . . . .	32.04	...	32.04
(c) Cawnpore-Burhwal link (3' 6" gauge)	. . . . .	79.60	...	79.60
		<hr/>	<hr/>	
	Total	1,324.20	99.15	1,423.35

Home line over Foreign line :—

Ghazipur to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only	13-00
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Foreign lines over Home line.—

Great Indian Peninsula railway at Chawnpore	} granted for passenger and goods trains, but exempted for the former only.	0-86
" " " " Chawnpore to Lachnow		1-63
East Indian railway, Meghal Sarai to Benares & onment, for certain passenger trains only		10-00

Bengal and North-Western railway, Cawnpore to Aizulgh, 45.63 miles, and Dahanaj to Berhwal	} for passenger and goods trains,	73.60
34.67 miles (Cawnpore-Berhwal link 3' 3½" gauge)		
Benar-s Cantonment to Poon-a City (Outh and Rohilkhand State railway, 3' 3½" gauge)		1.81
		81.41

10(a) Oudh and Rohilkhand (State) railway proper (5' 6" gauge)—

The Oudh and Rohilkhand railway was acquired by the State from the late Guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Crew and Company connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand (State) railway. This tramway is 3.25 miles long and is worked by manual power. It is used for goods traffic only.

Details of construction.

The total open mileage of the railway is 1,212.56 miles. This may be divided into (1) Main line (Moghal Sarai to Saharanpur), 518.19 miles; (2) Benares-Lucknow loop, 199.03 miles; (3) Bareilly-Moradabad loop, 70.50 miles; and branches, 422.73 miles; and 1.81 miles of 3' 3½" gauge at Benares.

First sanction to construction was given in 1864. The main line *via* Rai Bareilly was opened through in 1898. The Benares-Lucknow loop was opened through in 1874 and the Bareilly-Moradabad loop in 1873.

There were 10.67 miles under construction, and 88.18 miles sanctioned but not commenced.

Permanent-way—The main line and Benares-Lucknow loop are laid throughout with 75-lb. flat-footed steel rails. So are most of the branches, although some 60-lb. flat-footed steel rails are still to be found in a few of the branches, e.g., the Aligarh branch and in a portion of the Barilly-Moradabad loop. There are also a few miles of 60-lb. flat-footed iron rails in the Bahraughat and Madhoganj branches.

The sleepers are of the following types :—stamped steel bowls, cast-iron pots, steel trough transverse and wood (sāl, deodar, jarrah and New South Wales hard wood). There are a few wrought iron saddle back sleepers in the Kotdwara branch and Bareilly-Moradabad loop.

Ballast.—The main line is ballasted throughout with kunkur, stone, or shingle.

The branches are ballasted either with sand or earth with a covering of broken brick, kunkur or stone, except the Allahabad, Delhi, Cawnpore and Hardwar branches which are ballasted with kunkur, stone or shingle.

Fencing.—The line is fenced throughout with the exception of the Madhoganj, Meerut and Kotdwara branches.

Curves.—The sharpest curve on the line is of 1,000 feet radius.

Gradients.—The ruling gradient of the whole of the railway is 1 in 400.

Terms of contract—

Nil. The railway is owned and worked by the State.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 10
Sub-heads (a) to (c) OUDH AND ROHILKHAND (STATE) RAILWAY SYSTEM—contd.

10 (a) Oudh and Rohilkhand (State) railway proper (5' 6" gauge)—contd.

Statistics of working—

Calendar year.	TABLE I.							TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Surplus profits paid to Company.	Gain or loss to State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1867	...	...	...	...	...	...	...	74	106.97
1868	...	...	...	...	...	...	...	120	64.54
1869	...	...	...	...	...	...	...	97	81.74
1870	...	...	...	...	...	...	...	112	227.93
1871	...	...	...	...	...	...	...	117	69.31
1872	...	...	...	...	...	...	...	55	68.59
1873	...	...	...	...	...	...	...	56	72.91
1874	...	...	...	...	...	...	...	72	64.41
1875	...	...	...	...	...	...	...	97	59.71
1876	...	...	...	...	...	...	...	120	63.93
1877	...	...	...	...	...	...	...	153	52.98
1878	...	...	...	...	...	...	...	163	54.28
1879	5,86,75,704	43,14,413	18,19,936	3.14	28,00,000	...	-9,80,064	153	58.11
1880	6,02,21,081	44,71,759	19,01,409	3.16	28,19,416	...	-9,15,337	157	57.28
1881	6,25,30,335	49,78,750	19,77,690	3.16	29,11,137	...	-9,38,138	173	59.91
1882	6,52,73,819	52,28,114	19,01,371	2.78	30,67,622	...	-12,66,251	185	65.77
1883	7,07,09,416	51,56,255	21,80,362	3.50	31,75,495	...	-6,55,133	192	74.54
1884	7,91,15,383	52,75,198	23,36,116	2.94	41,14,87	...	-17,88,441	192	55.99
1885	8,71,31,126	53,75,269	17,95,361	2.10	46,53,353	...	-28,57,972	176	65.50
1886	8,95,12,775	65,65,103	18,70,755	3.25	51,58,014	...	-23,37,259	180	56.02
1887	9,17,06,968	66,16,213	31,75,219	3.42	53,68,339	...	-22,63,690	186	52.83
1888	9,18,11,649	70,77,663	30,16,665	3.28	51,67,194	...	-21,51,489	197	47.38
1889	9,22,32,236	75,79,883	32,04,076	4.56	49,71,898	...	-7,67,622	209	44.24
1890	9,27,89,480	73,81,296	37,51,477	4.05	44,23,169	...	-6,68,681	205	49.14
1891	9,28,38,318	85,64,200	40,42,458	5.02	47,25,666	...	+2,16,792	238	42.29
1892	10,31,95,685	85,42,836	50,16,329	4.81	52,79,411	...	-2,63,682	237	41.28
1893	10,09,17,292	87,15,926	50,17,053	4.97	55,01,658	...	-4,84,065	239	42.46
1894	10,28,71,184	1,05,18,526	57,36,138	5.58	63,11,123	...	-5,74,985	262	45.47
1895	10,65,65,118	1,02,43,880	55,55,918	4.93	63,69,919	...	-11,14,001	248	48.95
1896	10,92,69,185	86,97,076	43,56,607	3.98	61,30,799	...	-17,79,822	200	49.97
1897	11,11,19,739	85,15,556	38,06,774	3.23	59,77,184	...	-22,80,708	186	56.89
1898	11,61,99,214	98,37,739	53,07,727	4.56	58,76,217	...	-5,69,230	190	46.12
1899	12,21,81,123	1,11,38,860	60,76,375	4.97	59,75,292	...	+1,01,393	208	48.45
1900	12,55,91,519	1,13,55,132	62,24,185	4.15	62,24,185	...	-6,36,458	208	51.44
1901	12,87,66,885	1,22,51,991	72,20,007	5.60	63,12,044	...	+9,67,963	231	45.53
1902	13,45,17,037	1,31,55,792	61,11,556	4.70	64,74,505	...	-6,15,569	230	51.80
1903	14,32,69,379	1,39,19,922	79,31,822	4.8	68,00,305	...	+5,31,557	246	48.16
1904	14,97,63,923	1,52,16,296	71,33,117	4.76	70,55,640	...	-7,77,477	235	53.87
1905	15,37,92,969	1,59,85,013	63,43,667	4.12	71,68,431	...	-8,24,704	238	58.77
1906	15,71,99,731	1,64,67,329	78,15,731	4.97	75,66,010	...	+2,19,721	249	52.54

10 (b) Hardwar-Dehra railway (5' 6" gauge)—

Details of construction—

This railway is 32.04 miles long. Its construction was sanctioned in 1896 and it was opened in 1900.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed I. S. R. steel rails on deodar and sal sleepers.*Ballast.*—The line is ballasted throughout with shingle, with a covering of broken stone for boxing.*Fencing.*—The line is fenced throughout.*Curves.*—There are no curves with a radius of less than 1,000 feet.*Gradients.*—The ruling gradient is 1 in 75.

Terms of contract—

The Hardwar-Dehra railway is worked under the following contract :—

Contract of—26th March 1897 (between the Secretary of State and the Hardwar-Dehra Railway Company) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Interest at 3 per cent. per annum is guaranteed. Government also allow Rs. 3,600 for office and management expenses in any year in which the minimum dividend of 3 per cent. is not received by the Company from the earnings of the line, and pay all legal expenses properly debitable to revenue. Land is also provided free of charge.*Terms of contract.*—The Hardwar-Dehra Railway Company is authorised to raise 30 lakhs of rupees as capital and, except for *bona fide* temporary purposes at a reasonable rate of interest, the Company cannot, without the sanction of Government or the working agency, increase its share or stock capital.*Currency of contract.*—Government may determine the contract, on twelve months' notice either on the 31st December 1919 or at the expiration of any subsequent period of ten years, by paying a sum equal to 25 times the average yearly net earnings during the three years prior to determination, provided the payment does not exceed by more than 20 per cent., or is not less than, the total capital expenditure.*Power of Company to surrender contract.*—Nil.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 10} _{Sub-heads (a) to (c)} OUDH AND ROHILKHAND (STATE) RAILWAY SYSTEM—*concl'd.*10 (b) Hardwar-Dehra railway (5' 6" gauge)—*concl'd.*Terms of contract—*concl'd.*

Terms of working.—After deduction of 50 per cent. of the gross earnings for working expenses (which may include any single item of capital expenditure, not exceeding Rs. 1,000, classed as a 'Minor Work', subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) and repayment to Government of the interest paid by Government under the contract and attributable to each half-year, the residue, if any, at the end of the year to be divided in equal proportions between the Government and the Company.

Rates and fares.—Rates and fares to be arranged between Government and the working agency within one-and-half times the maximum and minimum rates and fares in force on the Oudh and Rohilkhand (State) railway.

Statistics of working—

TABLE I.							TABLE II.			REMARKS.
Calendar year	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Company's share of net earnings.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.	
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		
1897 . . .	1,96,617	"	"	"	"	"	"	"	"	Interest up to 1900 was charged to capital and not earnings of 1900 were credited to capital in reduction of interest charges.
1898 . . .	10,70,345	"	"	"	"	"	"	"	"	
1899 . . .	23,42,687	"	"	"	"	"	"	"	"	
1900 . . .	25,67,093	1,60,485	80,243	1.13	"	"	"	"	115	
									50.60	
1901 . . .	24,12,301	2,13,456	1,06,738	3.56	81,220	"	+22,508	128	50.60	
1902 . . .	28,76,186	2,52,485	1,26,332	4.15	85,618	11,532	+39,941	152	50.60	
1903 . . .	28,11,512	2,62,719	1,31,359	4.62	85,250	22,757	+23,562	158	50.60	
1904 . . .	29,12,392	2,63,612	1,31,806	4.52	86,777	23,050	+21,979	153	50.60	
1905 . . .	29,20,650	3,13,476	1,56,738	5.37	87,550	22,515	+46,631	188	50.60	
1906 . . .	29,21,284	3,31,110	1,67,055	5.71	87,688	39,613	+39,684	201	50.60	

10 (c) Cawnpore-Burhwal (3' 3½" gauge) link—

The construction of the Cawnpore-Burhwal (3' 3½" gauge) link was sanctioned as a part of the project for linking up the 3' 3½" gauge systems of Northern India.

Details of construction—

The link is 79.60 miles long. Its construction was sanctioned in 1894 and it was opened through in 1897.

Permanent-way.—Where the line is not mixed gauge it is laid with new 50-lb. steel rails on cedar sleepers.

Ballast.—The line is ballasted throughout with Lunkur, stone, or shingle.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 573 feet.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

The line is owned by the State. The Bengal and North-Western Railway Company exercises running powers over it under an agreement with the Oudh and Rohilkhand (State) railway, dated the 21st February 1902, which provides that the Company will haul its trains and traffic over the link and pay to the Oudh and Rohilkhand (State) railway 80 per cent., which has, with effect from the 1st July 1905, been reduced to 75 per cent., of the gross receipts arising therefrom.

Statistics of working—

Included with the Oudh and Rohilkhand (State) railway [10 (a)].

Number—^{Main head 11} _{Sub-head (a)} ASSAM-BENGAL RAILWAY (3' 3½" gauge)—

Chairman.—Lieutenant-General Sir Richard Strachey, R.E., G.C.S.I.

Managing Director.—James Meadows Rendel, Esq.

Offices.—Bishopsgate House, Bishopsgate Street within London, E. C.

The construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was formed in England in April 1892 and took over the works commenced by the State. The late Noakhali (Bengal) railway, 34.90 miles which was worked by the Assam-Bengal Railway Company up to the end of 1905, was purchased by Government and amalgamated with the Assam-Bengal railway from the 1st January 1906.

Details of construction—

The total open mileage of the line is 775.23 miles, which may be divided into (1) main line (Chittagong to Tinsukia), 576.61 miles, and (2) branches, 198.67 miles. The main line was opened through to Tinsukia in 1903.

Besides the above 35 miles were sanctioned for construction, of which 19 miles are actually under construction.

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails, partly on sal and pyinkado, and partly on bastard sal, nageshur and jarrah wood sleepers. The Noakhali branch is laid with 4½ lb steel rails on sal sleepers.

Ballast.—The ballast consists of broken brick, stone and laterite. The whole line has not yet been ballasted.

Fencing.—The line is fenced between Chittagong Port and Silchar, Laksam and Chandpur, Gaubati Ghat and Gaubati, and half a mile from Gauhati towards Lumding, and at some stations on the hill section.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Min head 11} _{Sub-head (a)} . ASSAM-BENGAL RAILWAY (3' 3½" gauge)—contd.

Details of construction—concl'd.

Curves.—The sharpest curve is of 358 feet radius.

Gradients.—The ruling gradient between Chittagong and Badarpur is 1 in 150; between Badarpur and Lumding 1 in 60, with a 1 in 37 banking section 8½ miles long; between Gauhati and Tinsukia, 1 in 100; between Laksam and Noakhali, 1 in 200; between Laksam and Chandpur, 1 in 300; between Badarpur and Silechar, 1 in 150.

Terms of contracts—

The Assam-Bengal railway is worked under the following contracts:—

Contracts of—26th April 1892 (between the Secretary of State and the Assam-Bengal Railway Company) for construction and working.

—11th April 1906 (between the Secretary of State and the Assam-Bengal Railway Company)—supplemental to the contract of the 26th April 1892—for the acquisition by the Company of the Noakhali (Bengal) railway for the purpose, and as a part, of their undertaking, and for the application thereto, as from 1st January 1906, of the provisions of the principal contract of the 26th April 1892.

The general conditions of the contract are:—

Government aid.—Government guarantee interest in sterling at 3 per cent. on the Company's share capital of £1,500,000. Up to 30th June 1898 interest was allowed at 3½ per cent. Land was provided free of charge.

Terms of contract.—The contract provides that the Company raises £1,500,000, and that any further money required be supplied either by the Government or raised by the Company under guarantee. Subject to the provisions of the contract, all land and everything constructed or to be constructed thereon, and generally all property, whether real or personal, (with the exception of monies paid against interest on the Company's share capital and sums applied from net earnings) are the property of Government, but are subject to use and enjoyment by the Company during the continuance of the contract.

Currency of contract.—Government may determine the contract, by giving the Company in England 12 months' previous notice, on the 31st December 1921 or at the end of any succeeding 10th year. Government may also determine the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line is worked at a loss for not less than three half-years consecutively. On the determination of the contract the Company is to hand over to Government the railway and all its belongings of every description, on repayment of the amount of the par value of the share capital paid by the Company to Government.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting working expensos (which include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the net earnings to be applied in payment of—

(1) Contribution due to the Provident Fund, calculated at one per cent. of net earnings.

(2) The equivalent in rupees of interest paid on debenture capital; provided that if the Company's share capital is not less than ¾ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to the 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital.

(3) The equivalent in rupees of guaranteed interest paid to the Company in respect of share capital; interest on the capital contributed or deemed to be contributed by Government, at the same rate as the guarantee for the time being on the Company's capital. But if the Government capital exceeds ¾ths of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement; and the residue is divisible between Government and the Company in the ratio of their respective capital expenditure.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1891	1,53,203	...	...	...	...	...	...	...
1892	80,16,133	...	...	...	2,66,378	—2,66,378	...	...
1893	1,07,68,192	...	...	...	7,09,987	—7,09,987	...	...
1894	2,46,89,898	...	...	...	8,76,954	—8,76,954	...	...
1895	4,04,38,298	2,14,426	—8,047	...	13,05,696	—13,05,696	64	183.75
1896	5,21,38,804	6,18,785	33,238	0.06	23,73,034	—23,80,796	71	94.63
1897	6,87,67,461	9,90,640	72,214	0.11	22,56,379	—31,84,005	68	92.71
1898	7,56,41,721	13,00,124	54,551	0.07	24,45,275	—23,90,724	86	96.83
1899	8,68,55,236	16,19,646	3,23,704	0.37	25,65,084	—25,60,589	75	80.08
1900	9,56,01,772	17,09,953	3,64,964	0.38	33,31,390	—29,67,026	75	78.69
1901	10,41,49,467	21,34,252	4,16,654	0.44	35,06,253	—30,49,598	70	78.60
1902	11,11,34,922	20,96,058	2,54,418	0.23	38,08,887	—35,53,969	68	87.86
1903	12,40,28,543	23,97,638	4,43,963	0.36	40,71,450	—36,27,487	72	80.51
1904	12,60,09,689	29,53,962	1,05,390	0.08	41,66,585	—40,61,145	77	94.78
1905	12,78,67,542	34,14,295	1,25,815	0.10	42,61,306	—41,35,691	83	94.68
1906	13,35,30,704	42,30,064	4,27,868	0.32	44,58,917	—40,36,059	104	89.86

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number Main head 11 . **ASSAM-BENGAL RAILWAY (3' 3½" gauge)—*concl'd.***
 Sub-head (a)

Statistics of working —*concl'd.*

Noakhali (Bengal) railway (3' 3½" gauge)—

TABLE I.							TABLE II.		
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Rebates from Assam-Bengal railway.	Total income.	Per cent. of total income on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903 . . .	21,04,827	30,099	2,409	0.11	13,389	25,798	1.23	30	92.00
1904 . . .	21,59,851	55,849	—5,252		50,775	47,543	2.29	31	105.79
1905 . . .	21,35,228	68,493	1,665	0.08	5,000	57,721	2.71	38	97.57
1906 . . .		Assam-Bengal railway with the Noakhali railway							

Number Main head 12 . **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—**
 Sub-heads (a) & (b)

Chairman.—Colonel T. Gracey, R.E., C.S.I.

Managing Director.—Alexander Lat, Esq., C.I.E., M. Inst. C. E.

Officers.—237, Graham House, Old Broad Street, London, E. C.

Lines comprising the system—The Bengal and North-Western railway system is made up of—

	Open line.	Under construction, or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Bengal and North-Western railway (3' 3½" gauge)	932.18	142.46	1,074.64
(b) Tirhoot railway (3' 3½" gauge)	614.70	104.06	718.76
Total	1,546.88	246.52	1,793.40

Running powers—

Home line over Foreign line—

Cawnpore to Allahabad, Cawnpore-Burhwal (3' 3½" gauge) link, Oudh and Rohilkhand (State) railway	for passenger and goods trains	Miles.
Allahabad to Delhi, Lucknow-Bareilly railway		45.03
Delhi to Burhwal, Cawnpore-Burhwal (3' 3½" gauge) link, Oudh and Rohilkhand (State) railway		3.10
Benares Cantonment to Benares City, Oudh and Rohilkhand (State) railway		34.57
Total		84.81

12 (a) Bengal and North-Western railway proper (3' 3½" gauge)—

Details of construction—

The total open mileage of the railway is 932.18 miles.

This may be divided into (1) main line (Sonapore to Aj dhya) 237.09 miles; (2) loop line (Sonapore to Bunwar-chak) 9.34 miles; and (3) branches, 685.75 miles. The construction of the main line was sanctioned in 1882 and it was opened through in 1885.

Besides the above there were 82.67 miles under construction, *viz.*, Dharonda to Maharajganj, 3.90 miles, Gorakhpur to Bagaha, 60.94 miles, and Savan to Thawe, 17.83 miles; and 59.79 miles, Barhwal to Sitapur, sanctioned for construction but not commenced.

Permanent-way.—The main line between Sonapore and Burhwal is laid with 50-lb. steel rails on sál sleepers. The rest of the line north of the Gogra is laid with 4½-lb. steel rails mostly on sál sleepers. The Ganges-Gogra Doab lines are laid with 50-lb. steel rails on sál sleepers with the exception of the Mau-Aunrihar section which is laid with 4½-lb. steel rails.

Ballast.—The whole line, except quite new constructions, is ballasted with kunkur or broken brick.

Fencing.—The main line is fenced.

Curves.—The sharpest curve is of 900 feet radius.

Gradients.—The ruling gradient is 1 in 300. On the various ghat lines the gradients are steeper.

Terms of contracts—

The Bengal and North-Western and Tirhoot railways are worked under the following contracts:—

Contracts of—12th December 1882.—Bengal and North-Western Railway Company's principal contract.

22nd February 1886.—Contract modifying that of 1882.

19th December 1891.—Contract, supplemental to those of 1882 and 1886, providing for the Revelganj, Bahramghat, Burhwal, Tulsipur, Katarnian Ghat and Turtipur branches of the Company's railway, and for the exercise of running powers over the Cawnpore-Burhwal (3' 3½" gauge) link.

23rd July 1896.—Contract, supplemental to those of 1882, 1886 and 1891, providing for the Ganges-Gogra Doab lines of the Company's railway, known as the Ganges-Gogra Doab contract.

15th January 1903.—Supplemental contract for the Ghazipur-Ballia, Azamgarh-Shahganj and Aunrihar-Jaunpur lines.

21th April 1903.—Supplemental contract regarding rate of exchange.

14th December 1905.—Contract, supplemental to that of 1882, regarding the date on which the Secretary of State may exercise his right to purchase the Company's line and the period at which he may fix the purchase price, and revising the terms on which the Tirhoot railway will continue to be worked by the Bengal and North Western Railway Company after the expiration, on the 31st December 1904, of the contract of 1890.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 12} _{Sub-heads (a) & (b)} **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—contd.****12 (a) Bengal and North-Western railway proper (3' 3½" gauge)—contd.****Terms of contracts—contd.**

The general conditions of the contracts are as follows:—

Government aid.—Land alone was provided free.

Currency of contracts.—(1) *Bengal and North-Western railway contracts.*—The contracts of 1882, 1886 and 1894, viz., those for the working of the Bengal and North-Western railway proper, terminate by effluxion of time on the 31st December 1981, when the line and all its appurtenances become the property of Government by payment to the Company of the value of the rolling-stock, movable machinery, stores, etc. Government may, however, determine the contract on the 31st December 1912 or on the 31st December 1932, on one year's previous notice of intention to purchase, paying 25 times the average net earnings (after deducting from such net earnings the share of surplus profits over 6 per cent. to which Government *would have been* entitled under the contract of 12th December 1882) for the five years preceding the purchase. Government may also determine the contract at any time, on six months' notice, if the Company fails to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of line and fixed machinery and plant, less value of latter treated as a reversionary sum absolutely payable on the 31st December 1981.

(2) *Ganges-Gogra Doab contract.*—The contract of 1896, viz., that covering the Ganges-Gogra Doab lines, runs concurrently with those of 1882, 1886 and 1894, as does also the supplemental contract of 1903; but, in the event of Government exercising the right of purchase in 1912 or 1932, the amount to be paid is the actual outlay on the line, as shown in sterling, appearing in the capital account.

Note.—Government relinquished their right to acquire the Company's line on the 31st December 1912, on the condition that they shall have the power to fix in 1912 the purchase price of the Bengal and North-Western railway and to purchase the line at that price on the 31st December 1982.

(3) *Tirhoot railway contract.*—The contract of 1890, for working the Tirhoot railway, terminated on the 31st December 1901, and the revised contract under which the railway continues to be worked by the Company came into force on and from the 1st January 1905 and is current until the 31st December 1932, subject to the proviso that the Secretary of State may, if he should think it desirable, terminate it in 1919 or modify it at that date in such manner as he may think fit.

Power of Company to surrender contracts.—Nil.*Terms of working.*—The gross earnings of the State and Company's sections to be kept entirely separate.

All charges for maintenance of way, works and stations, other than those for general supervision, to be allocated to each section on the basis of actual outlay on that section, all other working expenses being divided between the two sections in proportion to the gross earnings of each.

4 per cent. on respective outlay on "rolling stock," "steamers, barges and landing stages," "stores," "station, station machinery and staff quarters at Sonapore" for "joint use," and future expenditure on "workshops," to be charged to working expenses in addition to ordinary working expenses and contribution to Provident Fund, for apportionment to the State and Company's sections, in the ratio of their respective gross earnings. This amount of interest to be credited to the respective Revenue Accounts in the ratio of contributions of capital to the joint accounts.

Government to first receive out of the Tirhoot railway net earnings of each year 5 per cent. on all capital expended on the Tirhoot line open for traffic, including expenditure subsequent to 31st December 1901.

The residue of net earnings to be dealt with as follows:—

(a) if the residue does not exceed ten lakhs, 1/10ths to Government and 9/10ths to the Company;

(b) if the residue exceeds 10 lakhs, the sum of 10 lakhs shall be divided as in condition (a) and the excess over 10 lakhs shall belong 1/10ths to Government and 9/10ths to the Company.

Rates and fares.—On the Company's section the Company may, with the approval of Government, fix rates and fares. On the Tirhoot section certain maxima and minima have been fixed, within which the Company is permitted to vary rates.

Statistics of working—

Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Payments received for working the Tirhoot Railway.	Total income.	Percentage on capital outlay.	TABLE II. Including the Tirhoot railway from 1890.	
	Rs.	Rs.	Rs.	Rs.	Rs.		Earnings per mile per week.	Proportion of expenses to earnings.
1884	1,52,47,428	77,070	Information not available.	Information not available.	26,221	...	29	134.76
1885	2,01,86,980	12,05,320			6,10,799	3.03	72	49.32
1886	2,36,16,102	18,51,074			8,09,130	3.43	106	16.36
1887	2,56,22,684	19,44,062			8,37,014	3.27	90	56.94
1888	2,61,51,593	22,09,543			9,88,844	3.78	103	55.25
1889	2,63,41,872	22,11,824	Information not available.	Information not available.	10,55,964	4.00	103	52.35
1890	2,57,91,904	22,18,615			12,32,397	4.76	121	44.08
1891	2,76,68,842	24,76,909			10,20,993	5.87	121	40.04
1892	2,83,88,821	23,39,077			16,34,194	67.60	129	41.12
1893	2,84,81,234	26,14,546			16,48,702	5.79	123	43.20
1894	2,87,24,687	26,17,242	16,05,265	72,358	17,67,623	6.15	130	41.79
1895	3,12,95,704	26,71,036	16,02,766	72,909	17,55,675	5.61	133	42.45
1896	3,43,36,114	26,26,033	16,70,172	71,614	17,41,786	5.07	134	40.97
1897	4,10,32,207	27,55,718	17,24,277	74,905	17,99,182	4.38	138	43.78
1898	4,66,78,822	33,31,890	18,74,920	75,885	20,50,805	4.39	129	45.37
1899	5,16,06,783	43,44,861	26,70,911	61,940	27,32,851	5.29	131	46.67
1900	5,24,73,019	44,56,583	24,79,433	49,369	25,28,806	4.82	128	49.56
1901	5,50,91,630	53,66,704	30,97,372	76,853	31,74,225	5.76	140	44.51
1902	5,64,83,825	55,60,238	24,72,183	76,671	30,40,854	5.91	154	46.32
1903	6,31,09,547	61,98,433	38,53,972	1,04,369	39,58,341	6.47	161	46.64
1904	6,43,02,183	67,16,933	49,28,496	1,16,834	44,45,330	6.90	168	39.68
1905	6,77,55,566	61,70,116	34,72,017	1,69,446	56,41,163	5.87	151	42.11
1906	7,13,66,623	77,02,976	40,92,699	1,92,032	42,81,781	6.00	168	47.39

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 12} _{Sub-heads (a) & (b)} BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—contd.

12 (b) Tirhoot railway (3' 3½" gauge)—

Details of construction—

The open mileage of this railway is 614.30 miles, consisting of (1) main line (Semaria Ghat to Bettiah and Samastipur to Khanwa Ghat), 242.58 miles, and (2) branches, 371.72 miles. Of the above 9.47 miles are double line. First sanction to the construction of the main line was accorded in 1871 and it was opened throughout in 1890. There were in addition 164.06 miles under construction.

Permanent-way.—The following types of rails are in use:—50-lb. flat-footed steel, 41½-lb. flat-footed steel and 60-lb. iron. The sleepers are of sal, pyinkado, jarrah and cast iron of Denham-Olpherts' pattern.

Ballast.—The line, except quite new constructions, is ballasted with kunlur or broken brick.

Fencing.—The main line is fenced with stone posts and 4 wires.

Curves.—The sharpest curve, which is on the main line, is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 300, except between Samastipur and Khanwa Ghat on which 3.42 miles are on a gradient of 1 in 200. On various river ghat lines the gradients are steeper.

Terms of contracts.—See under Bengal and North-Western railway proper, 12 (a).

Statistics of working—

TABLE I.									TABLE II.		REMARKS.
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Payment made to the Bengal and North-Western Railway Company for working the line.	Total income.	Percentage of total income on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.	
	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
1875	...	...	...	...	...	...	...	...	39	107.62	
1876	...	...	...	...	...	...	...	...	71	68.67	
1877	...	...	...	...	...	...	...	...	77	69.85	
1878	...	...	...	...	...	...	...	...	108	75.34	
1879	59,38,320	4,58,733	...	...	1,07,519	2.02	2,37,411	-1,29,592	113	76.49	
1880	56,13,274	5,51,068	Information not available.	Information not available.	2,33,692	4.16	2,50,659	-16,997	102	56.40	
1881	72,02,917	5,81,255	...	...	2,36,200	3.28	2,67,245	-31,045	110	59.57	
1882	1,07,92,877	6,00,022	...	...	2,51,047	2.36	3,86,612	-1,35,565	186	61.50	
1883	1,92,83,024	8,92,141	...	...	2,59,705	1.96	4,93,014	-2,33,309	103	70.90	
1884	1,48,64,982	11,90,073	...	...	2,66,582	1.79	1,57,4369	-3,07,787	105	77.60	
1885	1,44,47,916	13,78,634	...	...	3,59,269	2.49	5,86,195	-2,26,926	98	71.00	
1886	1,54,39,549	14,95,633	...	...	5,01,189	3.25	6,30,944	-1,29,755	109	66.56	
1887	1,07,49,195	17,22,955	...	...	6,95,725	3.52	7,79,801	-84,076	122	59.62	
1888	2,07,78,232	18,07,283	...	...	7,98,875	3.85	8,17,185	-18,610	123	55.80	
1889	2,12,28,091	18,96,674	...	...	9,78,246	4.61	8,41,532	+1,36,714	127	48.42	
Included with Bengal and North-Western railway.											
1890	2,29,94,165	24,92,977	...	...	13,21,797	5.75	9,14,207	+4,07,590	...	...
1891	2,34,99,118	24,80,279	14,23,332	69,484	13,38,818	5.76	9,34,385	+4,19,463	...	...
1892	2,43,25,804	24,84,862	13,82,875	67,060	13,16,815	5.41	9,50,025	+3,65,790	...	...
1893	2,49,68,833	26,81,100	14,09,975	66,812	13,14,133	5.39	10,01,205	+3,41,928	...	...
1894	2,50,08,061	29,12,595	15,35,581	72,458	15,63,223	5.85	9,98,388	+4,64,835	...	...
1895	2,56,02,092	30,89,614	15,61,376	72,969	14,88,367	5.81	10,18,013	+4,70,554	...	...
1896	2,60,38,655	31,61,172	15,56,944	71,614	14,85,370	5.70	10,27,821	+4,57,509	...	...
1897	3,11,00,098	32,98,109	16,29,812	74,905	15,51,907	5.00	10,38,630	+5,16,277	...	...
1898	3,16,13,176	34,14,140	16,67,068	75,885	15,91,184	4.39	13,18,764	+2,72,419	...	...
1899	3,60,27,533	34,21,808	14,42,101	61,940	13,80,161	3.63	14,62,603	- 82,442	...	...
1900	4,30,15,249	36,47,197	15,66,413	49,563	15,16,840	3.53	16,19,281	-1,02,381	...	...
1901	4,61,91,293	48,16,760	22,75,660	76,853	21,98,807	4.76	17,67,799	+4,31,008	...	...
1902	4,91,41,200	45,50,632	24,55,201	76,671	22,78,530	4.81	18,77,205	+5,01,325	...	...
1903	5,08,67,468	56,72,932	31,92,619	1,04,369	30,88,250	6.07	19,86,515	+11,01,785	...	...
1904	5,64,95,379	62,63,114	34,98,567	1,16,894	33,81,733	5.99	21,48,021	+12,33,712	...	...
1905	6,21,36,962	61,81,754	35,37,423	1,69,446	33,87,977	5.45	23,54,863	+10,98,414	...	...
1906	6,73,40,339	66,80,324	38,97,310	1,92,032	37,05,278	5.60	25,50,134	+11,54,844	...	...

Sagauli-Raxaul branch, before it was purchased by the State.

TABLE I.						TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.	
	Rs.	Rs.	Rs.		Rs.		
1896	1,26,044	...	...	...	...	...
1897	6,68,783	...	...	...	...	...
1898	8,07,530	...	...	...	...	...
1899	10,81,740	5,438	} Credited 'to interest on capital.	...	30	40.00	
1900	12,12,073	25,830		...	50	52.62	
1901	10,67,014	37,192		1.27	40	68.44	
1902	11,73,421	26,866		1.74	42	52.57	
1903	11,16,352	48,809		1.68	51	57.61	
1904 (up to 10th April)	11,16,352	18,740	0.91	74	46.08		
Amalgamated with the Tirhoot railway from 11th April 1904.							

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 13}_{Sub-heads (a) & (b)} **BENGAL DOOARS RAILWAY SYSTEM—***Chairman*—Colonel A. J. Filgate, R.E.*Secretary*—H. Rendel, Esq.*Offices*—271 Winchester House, 50, Old Broad Street, London, E. C.**Lines comprising the system**—The Bengal Dooars railway system is made up of—

	Open line. Miles.
(a) Bengal Dooars railway (3' 3½" gauge)	36.40
(b) Bengal Dooars railway extensions (3' 3½" gauge)	116.56
Total	152.9

The lines were constructed for opening out the Western Dooars and for the development of the tea industry.

13 (a) Bengal Dooars railway proper (3' 3½" gauge)—**Details of construction—**

The total length of open mileage is 36.40 miles, divided into main line (East Bank Teesta to Dam Dim), 31 miles, and branch, 5.40 miles. Construction was sanctioned in 1891 and the line was opened through in 1893.

Permanent-way.—The line is laid with 44-lb. flat-footed steel rails on sal sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,432.50 feet radius.

Gradients.—The ruling gradient is 1 in 166.

Terms of contracts—

The Bengal Dooars railway and the extensions are worked under the following contracts:—

Contracts of—27th April 1891.—Bengal Dooars railway principal contract.

2nd March 1898.—Contract supplemental to that of 1891 (for extensions).

27th September 1900.—Supplemental to that of 1898 (extending period of completion of Dam Dim-Bagrakote extension).

7th November 1901.—Supplemental to those of 1898 and 1900 (extending period for completion of Mal-Madarihat extension).

The general conditions of the contracts are as follows:—

Government aid.—Land free of cost from Government; and, from the District Board of Jalpaiguri, an annual subsidy of such amount not exceeding Rs. 4,000 per annum as may be required to make up the net profits of the undertaking to five per cent. per annum on the capital outlay.

Currency of contracts.—On the 31st December 1919, and thereafter at intervals of seven years, Government have power, by giving twelve months' previous notice, to terminate the contract and take over the line on payment to the Company in the case of the Bengal Dooars railway of one and two-fifths of the invested capital and capital liabilities, and in the case of the extensions of a sum equal to 25 times the average net earnings during the last preceding five years, but not exceeding by more than 20 per cent. the capital expenditure and capital liabilities of the Company and not less than the capital expended and the capital liabilities. If, at any period, the Bengal Dooars railway or the extensions should not be worked for six consecutive months, the Company can also be called upon to surrender the line and extensions on receipt of the actual sum expended up to the date of notice.

Terms of working.—If worked by the Company the whole of the profits go to the Company. If worked by the Eastern Bengal (State) railway the Secretary of State retains in each half-year 10 per cent. of the gross earnings, the remaining 60 per cent. being paid to the Company after deduction of the income-tax payable to Government.

Rates and fares—

Bengal Dooars railway and extensions from Mal to Madarihat and Dam Dim to Bagrakote—

Certain maxima and minima have been fixed subject to alteration from time to time. If the gross receipts reach 12 per cent. on the capital, Government may reduce maxima to the extent of 25 per cent., except in the case of certain special rates.

Extension from Barnes Junction to Lalmanirhat—

Certain maxima and minima have been fixed within which rates may be varied.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number Main head 13 **BENGAL DOOARS RAILWAY SYSTEM—*concl'd.***
Sub-heads (a) and (b).

13 (a) Bengal Dooars railway proper (3' 3½" gauge)—*concl'd.*

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Subsidy from District Board.	Total income.	Percentage of total income on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1891	16,479	...	...	...	...	...	...	...	...
1892	12,67,626	...	...	...	...	...	...	...	...
1893	18,49,091	1,11,812	57,630	312	...	57,630	3.12	69	49.80
1894	22,84,24	2,06,286	1,04,291	4.57	4,000	1,08,291	4.74	109	49.20
1895	23,26,476	2,53,537	1,27,135	5.48	4,000	1,31,135	5.65	125	49.73
1896	24,33,213	2,70,150	1,31,813	5.42	...	1,31,813	5.42	136	61.26
1897	26,50,713	2,86,167	1,45,289	5.48	...	1,45,289	5.48	145	49.27
1898	26,68,050	2,69,089	1,19,520	4.45	4,000	1,14,520	4.30	135	57.40
1899	26,26,748	2,73,937	1,14,416	4.34	...	1,18,416	4.51	137	55.41
1900	26,42,685	2,92,731	1,89,461	7.17	...	1,89,461	7.17	168	43.06
1901	26,44,879	3,10,920	1,76,393	6.67	...	1,76,393	6.67	156	43.27
1902	26,50,627	2,73,310	1,71,151	6.47	...	1,71,151	6.47	144	37.27
1903	26,95,547	2,69,965	2,24,786	8.30	...	2,23,786	8.30	156	27.80
1904	26,64,612	3,16,277	2,56,651	9.63	...	2,56,651	9.63	175	25.88
1905	27,26,891	3,76,344	2,49,504	9.15	...	2,49,504	9.15	186	32.60
1906	27,35,008	4,08,623	2,96,703	10.86	...	2,96,703	10.86	216	27.38

13 (b) Bengal Dooars railway extensions (3' 3½" gauge)—

Details of construction—

The total open mileage of the extensions is 116.56 miles, comprised of (1) Eastern extension (Mal to Madarihāt), 44 miles, (2) Southern extension (Barua junction to Lalmanirhat), 65.80 miles, and (3) Western extension (Dam Dim to Bagrakote), 6.76 miles. The construction of the extensions was sanctioned in 1898 and they were opened in 1903, 1900 and 1902, respectively.

Permanent-way.—The line has been laid with 41½-lb flat-footed steel rails on sal sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient of the Southern extension is 1 in 200 and of the Eastern and Western extensions, 1 in 100.

Terms of contracts.—See under Bengal Dooars railway proper, 13 (a).

Statistics of working—

TABLE I.					TABLE II.		
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.	
	Rs.	Rs.	Rs.		Rs.		
1897	72,151	...	...	...	...	...
1898	4,63,611	...	...	...	...	...
1899	26,70,455	...	...	...	...	...
1900	47,11,632	16,191	5,015	0.11	13	72.31	
1901	62,26,567	1,76,399	68,937	1.11	47	69.92	
1902	72,66,166	2,53,631	86,266	1.19	62	65.99	
1903	79,30,172	3,47,832	1,05,916	1.34	71	69.55	
1904	84,97,571	4,15,179	1,08,680	1.24	68	73.86	
1905	87,92,680	5,12,943	1,97,624	2.25	85	61.39	
1906	89,99,516	5,83,852	2,91,256	3.23	96	50.11	

Number Main head 14 **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—**
Sub-heads (a) to (d)

Lines comprising the system.—The Bhavnagar-Gondal-Junagad-Porbandar railway system is made up of—

	Open line.
	Miles.
(a) Bhavnagar-Gondal-Junagad-Porbandar railway (3' 3½" gauge)	334.19
(b) Dhrangadra railway (3' 3½" gauge)	20.83
(c) Jamnagar railway (4' 3½" gauge)	54.22
(d) Jetalsar-Bajkot railway (3' 3½" gauge)	46.21
Total	455.45

14 (a) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3' 3½" gauge)—

This line was constructed by Government agency, and is owned and worked by the Native States after which it is named.

Details of construction—

The line is 384.19 miles long. It consists of the following sections, (1) Bhavnagar to Wadhwan, 105.03 miles, (2) Dhola to Porbandar Bandar, 159.51 miles, and (3) Jetalsar to Veraval Bandar, 69.65 miles. Sanction to the construction of the first section was given in 1879, to the second section in 1879 and 1888, and they were opened through in 1880 and 1889, respectively. The third section was sanctioned in 1886 and opened through in 1890.

APPENDIX 38—contd.

History of railways constructed and in progress.

(For Index see page 112.)

Number Main head 14 Sub-heads (a) to (d). **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—contd.**

14 (a) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3' 3½" gauge)—concl'd.**Details of construction—concl'd.**

Permanent way.—The permanent way consists of 41½ lb. flat-footed steel rails on creosoted pine and deodar sleepers, except on the Dhoraji-Porbandar section, where the rails are laid on steel pea-pod sleepers.

Ballast.—The line is ballasted with broken stone, with the exception of the length between Chuda and Wadhwan which is ballasted with kunkur.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,200 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the Jetalsar-Veraval section, where it is 1 in 150.

Terms of contract—

The railway is worked under the following agreement:—

Agreement of—28th November 1896, having effect from the 1st January 1897 (between the several proprietary States) for management and working by a Board of Control.

The general conditions of the agreement are as follows:—

Government aid.—Nil.

Terms of agreement.—The whole system is worked by a Board of Control, consisting of one nominee of Government to be President, and one nominee from each of the proprietary States of Bhavnagar, Gondal, Junagad and Porbandar. The existing lines owned by these States are separately and entirely described as the "Integral railways," and their combination is termed the "Open system." The decisions of the Board of Control are based on the majority of "Members' single votes" and "Proprietary votes" recorded. "Members' single votes" prevail at special meetings, where each member has one vote; while "Proprietary votes," i.e., votes revised annually on varying capital outlay, prevail at ordinary and extraordinary meetings.

Currency of agreement.—The term of the agreement is from the 1st January 1897 to the 31st December 1900. Until a new agreement is adopted the terms of this agreement remain in force.

Power of Board to determine agreement.—By unanimous vote the Board of Control can cancel or modify any of the clauses of the agreement, and can also rescind or alter any resolution; no changes can otherwise be made until expiry of three months from date of passing such resolution. Any proprietary State can terminate the agreement after the 31st December 1900, subject to 12 months' notice at the beginning of the year.

Terms of working.—The earnings of the several integral railways belong wholly and exclusively to each integral railway, and, similarly, the capital and revenue expenditure is wholly borne by the same. All expenditure on the open system and on the integral railways as may require apportionment is divisible as prescribed in Appendix A to the agreement. The Bhavnagar State provides funds for working the whole system as well as for ordinary capital on the integral railways, and is secured against all such disbursements by the payment into the Bhavnagar State Treasury of all receipts of the entire open system. All funds for major capital works are provided by the integral railway concerned, or by special arrangement with the Bhavnagar State Treasury. Each integral railway is the sole proprietor of all works, buildings, etc., on its own length of line and is entitled to 7½ per cent. interest on the paid-up value of all property in occupancy for open system purposes, to compensation for losses for works and buildings falling into disuse and to 7½ per cent. per annum for any additional accommodation required by the open system.

Rates and fares.—The maximum scale of rates and fares sanctioned by Government is applicable to the whole system but rates and fares may be altered within this scale so as to accommodate them to the circumstances of traffic on any integral railway: provided that such alteration be not prejudicial to the interests of any other integral railway.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1879	4,80,177	...	...	...	...	...
1880	49,19,304	...	...	...	...	...
1881	74,46,353	6,68,385	2,21,706	3.11	78	70.18
1882	86,75,711	8,76,846	3,54,648	4.09	87	59.55
1883	90,49,332	8,04,179	3,26,513	3.61	89	63.47
1884	92,92,040	10,92,312	4,98,107	5.36	109	54.46
1885	96,25,031	10,04,660	3,91,217	4.07	98	59.55
1886	98,57,553	9,65,379	4,15,149	4.21	96	57.00
1887	1,08,29,023	9,80,837	4,42,163	4.08	98	54.93
1888	1,30,63,663	11,20,260	5,06,545	3.88	109	50.58
1889	1,62,60,477	13,80,417	7,04,177	4.33	97	56.55
1890	1,68,42,051	15,71,788	6,00,267	3.56	91	61.61
1891	1,71,24,771	14,77,263	4,75,786	2.78	85	67.79
1892	1,72,52,030	15,78,178	4,87,876	2.84	91	72.25
1893	1,72,28,860	20,63,164	8,88,708	5.16	110	56.92
1894	1,73,65,592	18,40,287	7,91,335	4.56	106	49.61
1895	1,76,00,032	19,52,221	8,21,220	4.67	113	57.93
1896	1,75,69,395	19,80,878	9,89,274	5.63	114	50.06
1897	1,76,53,652	18,21,640	8,19,081	4.64	105	55.04
1898	1,78,56,546	16,08,657	7,09,781	3.98	97	58.22
1899	1,79,56,272	18,53,483	9,26,935	5.16	107	49.99
1900	1,80,00,616	19,53,565	10,10,773	5.62	113	48.27
1901	1,80,96,671	15,37,378	6,80,089	3.76	89	55.76
1902	1,80,57,538	15,71,327	5,06,842	3.12	79	58.72
1903	1,81,53,314	16,04,638	8,26,670	4.61	92	47.98
1904	1,80,44,250	19,30,585	10,39,016	5.76	107	44.11
1905	1,80,09,429	18,51,324	9,90,981	5.50	106	46.47
1906	1,81,74,947	19,57,290	11,07,581	6.09	113	48.41

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 14} ^{Sub-heads (a) to (d)} **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.***
14 (b) Dhrangadra railway (3' 3½" gauge)—

This line was constructed for the Dhrangadra State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Details of construction—

The line is 20·83 miles long and connects Wadhwan with Dhrangadra. Its construction was sanctioned in 1897 and it was opened in 1898.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast used is of broken sand-stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,400 feet radius.

Gradients.—The ruling gradient is 1 in 175.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are as follows:—

Government aid.—Nil.

Currency of agreement.—The agreement shall hold good so long as the working agreement of the Bhavnagar-Gondal-Junagad-Porbandar railway, dated the 28th November 1896, is in force.

Terms of working.—Forty per cent. of gross earnings (subject to a biennial revision) *plus* 5 per cent. for hire of rolling stock and in addition, actual expenditure on the maintenance of Way, Works and Stations.

Rates and fares.—The same rates and fares as are applicable to the Bhavnagar-Gondal-Junagad-Porbandar railway.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1897	5,820	—	—	—	—	—
1898	5,05,589	23,395	10,617	1·79	37	54·62
1899	6,06,104	63,876	20,978	3·46	59	67·16
1900	5,86,534	57,366	18,984	3·21	53	66·91
1901	5,86,100	46,196	11,765	2·01	43	74·53
1902	5,85,911	37,731	8,975	1·38	35	78·60
1903	5,86,638	43,054	11,713	1·99	40	72·80
1904	5,71,116	47,516	15,446	2·63	44	67·49
1905	5,86,095	49,942	13,375	2·28	45	72·73
1906	5,86,791	61,121	25,707	4·38	60	60·52

14 (c) Jamnagar railway (3' 3½" gauge)—

This line was constructed for the Navanagar State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Details of construction—

The railway is 51·22 miles long and connects Rajkot with Bedi Banlar. Its construction was sanctioned in 1893 and it was opened in 1897.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except at the approaches to the Victoria bridge near Jamnagar and to the south of the Jamnagar station yard.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are the same as apply to the Dhrangadra railway, [14 (b)] except as follows:—

Terms of working.—*Forty per cent. of gross earnings (subject to a biennial revision), *plus* actual expenditure on the

* Reduced with effect from the 1st July 1906 to 35 per cent. in half-years when the earnings per mile per week exceed Rs. 50. maintenance of way, works and stations; the locomotives and rolling stock being supplied by the proprietary State.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 14} _{Sub-heads (a) to (d)} BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—concl'd.

14 (c) Jamnagar railway (3' 3½" gauge)—concl'd.

Statistics of working—

Calendar year.	TABLE I.				TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1894	14,000	...	...	...	...	...
1895	62,956	...	...	...	...	...
1896	14,91,727	...	...	...	...	...
1897	22,50,534	81,456	28,954	1.29	41	65.73
1898	23,18,196	1,02,945	31,782	1.37	36	69.12
1899	23,68,558	1,26,323	51,510	2.23	45	59.29
1900	23,69,181	1,49,153	59,540	2.58	53	60.09
1901	23,09,969	1,36,314	51,101	2.22	48	62.29
1902	23,54,210	1,31,194	53,751	2.28	46	59.00
1903	23,38,338	1,30,756	60,127	2.55	50	58.98
1904	23,27,281	1,41,050	66,521	2.84	50	59.78
1905	23,27,105	1,48,341	62,008	2.66	53	58.20
1906	23,26,826	1,51,355	60,076	2.58	54	60.30

14 (d) Jetalsar-Rajkot railway (3' 3½" gauge)—

This line was constructed for the Jetalsar-Rajkot Railway Syndicate by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Detail of construction—

This line is 46.21 miles long. Its construction was sanctioned in 1892 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine sleepers, except for five miles where the rails are laid on steel trough sleepers.*Ballast.*—The ballast used is of broken stone.*Fencing.*—The line is unfenced except between Rajkot Para and Rajkot Junction.*Curves.*—The sharpest curve is of 955 feet radius.*Gradients.*—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an agreement—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are the same as apply to the Dhrangadra railway [14 (b)] except as follows:—

Terms of working.—* Forty per cent. of gross earnings (subject to a biennial revision), plus actual expenditure on maintenance of way, works and stations; the locomotives and rolling stock to be supplied by the Proprietary State.

* Reduced with effect from 1st January 1907 to 35 per cent. in half-years when the earnings per mile per week exceed Rs. 50.

† The Proprietary State not having supplied the locomotives and rolling stock a further deduction of 5 per cent. from gross earnings is made as time for stock.

Statistics of working—

Calendar year.	TABLE I.				TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1892	7,89,792	...	...	...	...	...
1893	14,35,503	1,03,006	50,806	3.55	50	50.59
1894	14,99,005	1,55,556	61,152	4.08	65	60.68
1895	15,04,585	1,83,338	77,418	5.15	76	57.70
1896	15,20,265	1,97,116	84,238	5.51	82	57.26
1897	15,17,463	2,05,753	84,720	5.57	85	58.72
1898	15,75,917	1,75,941	76,057	4.82	74	57.50
1899	15,83,268	1,94,927	78,736	4.97	83	60.13
1900	15,74,082	2,05,718	86,214	5.48	84	57.17
1901	15,74,029	1,76,383	67,251	4.27	73	61.67
1902	15,78,583	1,44,817	54,483	3.45	60	62.25
1903	15,78,658	1,66,404	63,230	4.01	69	62.00
1904	15,79,655	1,89,139	70,48	4.39	79	62.25
1905	15,80,207	1,91,155	74,952	4.74	80	60.83
1906	15,82,472	1,83,261	65,653	4.15	76	61.18

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 15}
^{Sub-heads (a) & (b)}**BURMA RAILWAYS SYSTEM—***Chairman.*—Sir Auckland Colvin, K.C.S.I., K.C.M.G., C.I.E.*Managing Director.*—Lieutenant-Colonel Alfred Glynn Boghie, R.E.*Offices.*—199, Gresham House, Old Broad Street, London.

Lines comprising the system.—The Burma railways system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Burma railways (3' 3½" gauge)	1,340 15	72 95	1,413 10
(b) Burma railways extensions (3' 3½" gauge) . . . . .	...	186 93	186 93
Total	1,340 15	259 88	1,600 03

15 (a) Burma railways proper (3' 3½" gauge)—

The Burma Railways Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3' 3½" gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kaulong. The railways taken over by the Company from Government on the 1st September 1896 comprised the following lines:—Rangoon to Prome on the Irrawaddy river; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Mogarung, with an extension to Myitkyina and a branch to Katha, whence there is communication by river with Bhamo.

Details of construction—

The open mileage of the Burma railways, 1,340.15 miles, consists of (1) *Main line section*, main line (Rangoon to Mandalay), 386 miles, branches, 81.60 miles; (2) *Irrawaddy section* (Rangoon to Prome), 161 miles; (3) *Mu Valley section*, main line (Sagaing to Myitkyina), 331.29 miles; branches, 91.45 miles; (4) *Mandalay-Kaulong section* (Myohaung to Lashio), 177.84 miles, and (5) *Bassein-Henzada-Letpadan section*, 110.96 miles. Of the above 23.80 miles are double line.

First sanction to the construction was given in 1874; and the first three sections were opened through in 1889, 1877 and 1898, respectively, and the last two sections in 1903.

Besides the above 72.95 miles were sanctioned for construction, *viz.* (1) from Thanaing to Malagaon, 6.70 miles, and (2) from Neikhan to Begayet, 66.25 miles. Work on (1) has not yet been commenced while that on (2) has been suspended.

Permanent-way.—The rails in use on the system are 60-lb., 50-lb. and 44½-lb. flat-footed steel. The sleepers throughout are generally of teak, pyinma and pyinkado, the last named largely predominating.

Ballast.—The ballast used is either shingle or broken stone.

Fencing.—The main line, the Irrawaddy line and the Bassein-Henzada line are fenced. The Mu Valley line is generally unfenced, except at a few stations. The Mandalay-Kaulong section is unfenced.

Curves.—On the main line (Rangoon to Mandalay), the sharpest curve has a radius of 573 feet on the Rangoon-Prome section of 1,146 feet. The sharpest curves on the Bassein-Henzada, Letpadan-Tharawaw, Meiktila-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,865 feet, respectively; on the Lashio branch of 337 feet; on the Mu Valley line, the Katha branch and the Nankan-Mohayin section of 573 feet.

Gradients.—The ruling gradient on the main line is 1 in 200, uncompensated; on the Lashio branch it is 1 in 25, compensated; on the Mu Valley line 1 in 60, uncompensated; on the Myingyan branch, 1 in 100, uncompensated; on the Sagaing-Alon branch, 1 in 150, uncompensated, and on the Katha branch, 1 in 50, compensated.

Terms of contract—

The railways are worked under the following contract:—

Contract of.—9th March 1897 (between the Secretary of State and the Burma Railways Company) for transfer and management.

The general conditions of the contract are as follows:—

Government aid.—Interest is guaranteed at 2½ per cent. on the Company's share capital. Land was provided free.

Currency of contract.—Government may determine the contract, after giving six months' notice, if the Company fails to perform its obligations, or if the undertaking be, in the opinion of the Secretary of State, in course of gross mismanagement by the Company, or if it be worked at a loss for three consecutive half-years. Government may also determine the contract on the 31st December 1921, or at the end of any succeeding tenth year, by giving twelve months' previous notice. On the determination of the contract from any cause the Secretary of State is to repay to the Company in sterling at par the capital raised by the latter.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor Work," subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the net receipts in each half-year are to be applied in payment to Government of—

(1) the equivalent of the interest paid for the half-year on any debentures issued by the Company;

(2) the equivalent of the guaranteed interest at 2½ per cent. per annum on the Company's capital of £2,000,000, and of the interest payable on any additional share capital raised by the Company;

(3) the equivalent of interest at 2½ per cent. per annum on the sterling equivalent of the capital expenditure by Government on the railways up to the date of the transfer, and of interest on any additional moneys supplied by Government.

After payment of the interest above-mentioned, any surplus which may remain unpaid in a year ending on the 30th June to be divided between Government and the Company in the proportion of four-fifths to the former and one-fifth to the latter.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 15} _{Sub-heads (a) and (b)} **BURMA RAILWAYS SYSTEM—concl'd.**

15. (a) Burma railways proper (3' 3½" gauge)—concl'd.

Statistics of working—

Calendar year.	TABLE I.							TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Company's share of net earnings.*	Gain or loss to the State	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1877 . . . . .	...	...	...	...	...	...	...	61	129.36
1878 . . . . .	...	...	...	...	...	...	...	115	93.03
1879	1,22,86,597	9,55,918	1,41,743	1.14	5,17,438	...	-4,05,695	114	85.17
1880	1,25,37,310	15,22,10	5,21,685	4.11	5,62,331	...	-41,246	153	60.60
1881	1,30,51,992	15,43,622	6,15,977	4.73	5,86,210	...	+58,867	181	58.21
1882	1,78,39,222	15,75,691	6,30,430	3.53	6,23,969	...	+6,161	184	59.99
1883	2,19,77,689	15,61,888	5,60,766	2.55	7,46,968	...	-1,85,302	187	64.66
1884	2,56,37,069	21,05,421	8,21,936	3.21	9,69,215	...	-1,47,279	181	60.96
1885	2,72,55,343	21,63,656	4,73,123	1.73	10,61,184	...	-3,88,061	113	73.13
1886	2,88,52,604	26,57,955	9,41,149	3.26	12,64,342	...	-3,23,093	156	64.51
1887	3,66,52,547	33,21,263	15,58,303	4.25	13,15,349	...	+2,45,054	194	53.12
1888	4,83,73,677	33,76,218	12,71,960	2.63	18,18,560	...	-5,46,600	171	62.33
1889	5,12,49,158	46,90,263	15,73,552	3.07	20,17,324	...	-4,45,672	169	66.45
1890	5,56,22,296	54,71,432	23,48,191	4.22	21,46,368	...	+2,12,583	210	57.08
1891	6,03,31,289	54,55,197	23,71,392	3.96	23,38,337	...	+43,105	199	59.50
1892	6,64,02,875	71,00,614	33,86,034	5.10	24,90,221	...	+8,95,367	237	52.31
1893	7,03,47,005	67,22,506	22,42,692	3.19	27,19,095	...	-4,77,503	178	66.64
1894	7,37,14,731	62,67,354	23,23,328	3.15	28,94,375	...	-5,71,017	164	63.05
1895	7,57,23,659	67,11,962	27,92,356	3.67	30,91,163	...	-2,93,897	169	59.73
1896	8,13,44,229	74,08,558	29,85,751	3.67	31,43,442	...	-4,57,691	167	60.76
1897	8,73,31,890	86,76,403	38,82,673	4.45	38,31,674	1,63,877	-1,11,878	184	55.25
1898	9,24,38,509	89,01,451	37,88,523	4.10	39,49,899	1,61,076	-3,22,452	184	57.87
1899	10,11,17,647	88,25,724	35,78,407	3.54	39,35,200	1,24,994	-3,81,796	179	59.45
1900	11,33,96,635	1,10,29,917	48,94,824	4.33	38,49,026	3,47,600	+6,98,192	195	55.62
1901	11,99,22,468	1,18,85,329	49,89,676	4.18	43,41,108	4,42,439	+5,06,100	197	58.02
1902	12,70,23,599	1,25,02,671	52,72,683	4.66	43,94,423	4,69,365	+4,08,495	203	57.83
1903	13,01,30,277	1,36,14,478	52,19,322	4.01	44,06,500	4,32,246	+3,80,576	197	61.66
1904	13,38,28,678	1,51,02,418	65,70,700	4.92	44,71,268	5,92,997	+15,06,495	216	58.49
1905	13,55,91,056	1,57,75,957	61,81,063	4.56	45,35,974	6,77,542	+9,67,547	226	60.84
1906	13,97,87,368	1,57,32,405	58,61,913	4.19	46,13,489	5,66,021	+6,82,393	225	62.74

15 (b) Burma railways extensions (3' 3½" gauge)—

Details of construction—

There are two lines under construction, *viz.*, (1) Pegu to Martaban, 121.27 miles, which was sanctioned in 1903; and (2) Henzada to Kyangin, 65.66 miles, sanctioned in 1904.

Number ^{Main head 16} _{Sub-head (a)} **DEOGHUR RAILWAY (3' 3½" gauge)—**

Details of construction—

This line connects Deoghur with Baidyanath, a station on the East Indian Railway, and is 4.79 miles long. It was sanctioned in 1881 and opened in 1882.

Permanent-way.—The permanent-way is laid with 36-lb. steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 2,640 feet.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The railway is worked under the following contract:—

Contract of.—12th July 1883 (between the Secretary of State and the Deoghur Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—Land was provided free of charge.

Terms of contract.—Messrs. Burn & Co. constructed the railway with capital raised locally and without any guarantee.

Currency of contract.—If the Company fails to perform its obligations Government may after giving six months' notice, determine the contract, and take over the railway at a valuation based on the earnings of the two years immediately preceding. Government may also, after the railway has been opened for traffic for 30 years, and thereafter at terms of 10 years, by giving 12 months' notice, determine the contract and take the railway over at a valuation calculated at the average market rate of the shares during the previous three years, giving the Company in addition a bonus not exceeding 20 per cent. of the value so arrived at.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

* Based on actual receipts and payments during the year.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 16.} ^{Sub-head (a)} **DEOGHUR RAILWAY (3' 3½" gauge)—*concl'd.***

Statistics of working—

Calendar year.	TABLE I.				TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1883	2,73,331	19,639	6,242	2.28	79	68.00
1884	2,75,060	23,735	10,704	3.90	83	51.90
1885	2,75,000	23,987	9,908	3.60	88	58.69
1886	2,75,042	25,017	11,743	4.27	100	53.06
1887	2,75,043	24,532	12,108	4.40	98	50.64
1888	2,75,180	25,812	11,521	4.10	104	55.37
1889	2,75,778	28,533	12,695	4.43	115	55.51
1890	2,82,616	26,095	10,915	3.86	105	58.17
1891	2,82,752	31,165	15,429	5.46	125	50.49
1892	2,88,329	26,964	9,707	3.37	103	64.00
1893	2,82,364	37,849	19,103	6.75	152	49.47
1894	2,87,226	29,425	9,639	3.36	118	67.17
1895	2,88,086	34,611	15,348	5.31	130	54.46
1896	2,87,797	30,014	11,498	4.00	120	61.60
1897	2,87,942	30,320	11,152	3.87	122	63.22
1898	2,88,453	32,410	6,601	2.28	120	79.44
1899	2,87,525	34,262	6,638	2.32	134	79.92
1900	2,87,379	34,900	7,376	2.56	140	78.87
1901	2,87,365	48,243	18,616	6.53	194	61.45
1902	3,01,057	29,758	6,005	2.00	110	79.75
1903	3,01,057	40,438	10,623	3.53	162	74.75
1904	3,01,057	46,835	14,701	4.88	187	68.48
1905	3,00,554	45,397	13,522	4.52	182	70.68
1906	3,01,536	53,522	20,553	6.82	215	61.61

Number ^{Main head 17} ^{Sub-heads (a) and (b)} **DIBRU-SADIYA RAILWAY SYSTEM—**

Chairman.—Lord Ribblesdale.

Secretary.—Evan A. Jack, Esqr.

Offices.—85 London Wall, London, E.C.

Lines comprising the system.—The Dibru-Sadiya railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Dibru-Sadiya railway (3' 3½" gauge)	77.50	8.52	86.02
(b) Ledo and Tikak-Margherita Colliery railway (3' 3½" gauge)	8.50	—	8.50
Total	86.00	8.52	94.52

17 (a) Dibru-Sadiya railway proper (3' 3½" gauge)—**Details of construction—**

This line is 77.50 miles long and may be divided into main line (Dibrugarh to Dihing Bridge), 61.50 miles, and the Talap branch, 16 miles. Its construction was sanctioned in 1881 and it was opened through in 1885.

There are, in addition, 8.52 miles under construction.

Permanent-way.—The line is laid with 4¼-lb. and 50-lb. flat-footed steel rails. The sleepers are uriam and cast iron plate of the Denham-Olipherts' type.

Ballast.—The line is partially ballasted with broken stone.

Fencing.—The line is unfenced, with the exception of a short length at Dibrugarh.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—26th May 1880 (between the Secretary of State and the Assam Railway Company subsequently called the Assam Railways and Trading Company) for maintenance and working.

25th July 1881—Contract modifying that of 1880.

The general conditions of the contracts are as follows:—

Government aid.—Government guaranteed the payment of a subsidy, not exceeding in any year Rs. 80,000 twelve months after the opening of the main line or after each succeeding twelve months until the end of twenty years after opening, equal, together with the net earnings of the main line, to 5 per cent. of the paid up capital of the main line. Government similarly guaranteed a subsidy for the Makum branch, not exceeding Rs. 20,000 in any year. The payment of guarantee terminated on the 30th June 1903. The free use of public roads is also provided for.

Currency of contract.—If the Company fails to fulfil its obligations, within thirty days after notice, Government can take possession and execute all repairs and works for the efficient working of the railway. Government may

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 17}
^{Sub-heads (a) and (b)} **DIBRU-SADIYA RAILWAY SYSTEM—*contd.*****17 (a) Dibru-Sadiya railway proper (3' 3½" gauge)—*contd.*****Terms of contracts—*contd.***

determine the contract, on giving 12 months' notice (clause 19 of contract, dated 26th May 1880), at the expiry of the first five years after date of opening, and at subsequent intervals of five years, by paying twenty per cent. in excess of the value of the Company's property.

NOTE.—The Company having waived all its rights under clause 7 of contract dated 25th July 1881 to construct railways within the Lakhimpur District, Government have waived their right to purchase the railway before 1921, or at intervals of 10 years thereafter (Secretary of State's letter No. P. W. 2731, dated the 23rd December 1901).

Power of Company to surrender contract.—Nil.

Terms of working.—The Company to maintain the railway and the road on which the rails are laid and the rolling stock and other equipments to the satisfaction of the Secretary of State and to carry on the work of common carriers.

Rates and fares.—These were subject to approval by Government from time to time while subsidy was payable. If the net profits exceed 12 per cent. of paid up capital, Government may order such reduction of tariff and rates as may be considered necessary, such reduction not lessening the net profits below 12 per cent.

Statistics of working—

TABLE I.								TABLE II.		REMARKS.
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Subsidy from local Government.	Total income.	Percentage of total income on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.	
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1883	22,22,253	48,220	—35,375	...	...	—35,375	...	52	171.70	
1884	40,65,289	2,06,133	—64,406	...	54,550	—13,856	...	67	131.61	
1885	49,46,729	2,57,335	—63,864	...	54,500	—9,364	...	62	123.03	
1886	49,73,753	3,46,479	53,154	1.07	54,654	1,07,808	2.17	81	80.65	
1887	53,32,605	4,04,928	1,02,510	1.92	1,00,000	2,02,510	3.80	94	74.68	
1888	53,53,115	4,25,530	1,01,750	1.89	1,00,000	2,01,750	3.75	105	70.03	
1889	55,18,750	4,61,018	1,23,147	2.27	1,00,000	2,23,147	4.08	114	73.03	
1890	57,05,682	5,14,266	1,76,969	3.10	1,00,000	2,76,969	4.85	127	65.59	
1891	67,05,474	4,98,682	1,70,526	2.54	1,00,000	2,70,526	4.03	125	65.80	
1892	69,56,304	5,13,213	1,63,719	2.35	1,00,000	2,63,719	3.79	127	68.10	
1893	71,70,562	5,12,098	1,52,972	2.13	1,00,000	2,52,972	3.53	127	70.13	
1894	70,57,487	5,31,645	1,05,732	2.76	1,00,000	2,05,732	4.17	132	63.18	
1895	74,02,729	6,01,112	2,69,543	3.64	1,00,000	3,69,543	4.99	149	55.16	
1896	74,01,196	6,47,360	3,12,286	4.22	1,00,000	4,12,286	5.57	161	51.76	
1897	74,20,119	7,74,189	2,64,750	3.57	1,00,000	3,64,750	4.92	192	68.12	
1898	74,10,474	7,81,115	2,82,478	3.80	79,000	3,61,478	4.83	194	63.85	
1899	74,56,183	8,59,114	4,19,684	6.03	37,978	4,57,662	6.54	210	47.68	The amount shown as subsidy received during 1899 was due for a previous period.
1900	77,13,340	9,00,847	4,62,381	5.99	...	4,62,381	5.99	224	48.67	
1901	82,00,747	9,28,578	4,73,307	5.77	...	4,73,307	5.77	230	49.03	
1902	82,00,694	8,51,890	4,11,187	5.01	...	4,11,187	5.01	211	51.73	
1903	82,32,530	9,16,777	4,37,074	5.56	...	4,37,074	5.56	227	50.05	
1904	87,01,363	9,48,173	4,21,317	4.84	...	4,21,317	4.84	235	53.58	
1905	87,31,147	9,54,203	4,42,033	4.95	...	4,42,033	4.95	237	54.73	
1906	88,18,873	10,08,281	4,08,634	4.63	...	4,08,634	4.63	250	59.47	

17 (b) Ledo and Tikak-Margherita Colliery railway (3' 3½" gauge)—

The line was used originally only for the purposes of bringing coal from the mines on the south bank of the Dihing river to the Dibru-Sadiya railway. It was constituted a railway and its working was taken over by the Dibru-Sadiya railway from the 1st January 1897.

Details of construction—

The line is 8.50 miles long, *viz.*, main line (Dihing bridge to Ledo) 5.59 miles, and branch (Margherita to Namdang) 3 miles. The main line was opened in 1884 and the branch in 1901.

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails on urium sleepers.

Ballast.—The main line is three-fourths ballasted with broken stone, but the Namdang branch is unballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 800 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The railway is worked under the following contract:—

Contract of—30th July 1881 (between the Secretary of State and the Assam Railways and Trading Company) for coal and iron mining in the Makum coal fields and for the construction of a railway or tramway to effect a junction with the railways which may be constructed to the bank of the Dihing river.

Terms.—Contained in Government of India, Public Works Department, No. 623 R. T., dated the 6th August 1896.

APPENDIX 38—*contd.**History of railways constructed and in progress*

[For Index see page 112.]

Number ^{Main head 17} _{Sub-heads (a) and (b)} **DIBRU-SADIYA RAILWAY SYSTEM—*concl'd.***

17 (b) Ledo and Tikak-Margherita Colliery railway (3' 3½" gauge)—*concl'd.*

Terms of contract—*concl'd.*

The general conditions are as follows:—

Government aid.—Nil.

Currency of contract.—The coal concession is for a term of 20 years from 30th July 1881 within an area of 30 square miles, and for a further term of 30 years within an area of at least 4 square miles.

Power of Company to surrender contract.—Nil.

Terms of working.—The colliery to be charged with the cost of maintenance of the branch and sidings owned by it and 5 per cent. of its gross earnings for the use of rolling stock; all other charges for working the open line to be divided between the railway and colliery in proportion to their respective gross earnings.

Rates and fares.—Certain rates and fares have been sanctioned by Government.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1897	11,46,240	45,871	8,024	0.70	88	82.31
1898	12,00,698	55,313	9,752	0.31	142	93.22
1899	12,83,416	63,084	22,053	1.72	162	65.04
1900	12,85,373	65,724	17,381	1.40	169	72.64
1901	16,30,162	70,293	11,145	0.68	123	84.15
1902	16,54,446	58,259	437	0.08	102	99.25
1903	16,62,082	59,077	—8,208	—	103	113.89
1904	16,62,684	56,108	13,158	0.79	120	76.55
1905	16,78,156	50,439	27,210	1.62	127	54.23
1906	16,83,031	65,115	25,052	1.49	139	61.52

Number ^{Main head 18} _{Sub-heads (a) to (c)} **JODHPUR-BIKANER RAILWAY SYSTEM—**

Lines comprising the system.—The Jodhpur-Bikaner railway system is made up of—

	Open line. Miles.
(a) Jodhpur-Bikaner (Jodhpur section) (3' 3½" gauge)	463.89
(b) Jodhpur-Bikaner (Bikaner section) (3' 3½" gauge)	245.35
(c) Jodhpur-Hyderabad railway (British section) (3' 3½" gauge)	123.98
Total	833.22

18 (a) Jodhpur-Bikaner (Jodhpur section) (3' 3½" gauge)—

Details of construction—

The open mileage of the section is 463.89 miles. First sanction to construction was accorded in 1881 and the line was opened through to the British frontier in 1900. The Merta city branch was opened in 1905.

Permanent-way.—The line is laid with 36-lb., 44-lb. and 50-lb. flat-footed steel rails. There are also some 36-lb. iron rails in the Merta city branch. The sleepers are steel trough, deodar and pine.

Ballast.—On the greater portion of the line the ballast consists of coarse sand, konkur and broken stone.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—13th July 1889 } (between the Government of India and the Jodhpur and Bikaner Durbars) for
30th July 1889 } constructing and working the line.

The general conditions of the contracts are as follows:—

Government aid.—The line is the exclusive property of the two Durbars.

Currency of contracts.—These contracts may be modified at any time by mutual consent.

Terms of working.—Each Durbar to receive all the profits of the section of line belonging to that Durbar.

Rates and fares.—No provision was made for rates and fares in the contracts, but certain rates and fares were approved by executive order.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 18 **JODHPUR-BIKANER RAILWAY SYSTEM—contd.**
Sub-heads (a) to (c).**18 (a) Jodhpur-Bikaner (Jodhpur section) (3' 3½" gauge)—concl'd.**

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1888	4,90,866	40,361	23,110	4.62	42	42.74
1889	8,09,995	64,262	31,748	3.92	30	50.59
1885	15,40,335	1,70,601	1,12,505	7.30	54	34.30
1886	21,22,593	2,03,728	1,33,318	6.23	62	35.20
1887	22,81,433	3,18,703	1,91,677	8.40	55	39.88
1888	22,80,006	3,60,803	1,91,555	8.40	56	46.91
1889	22,73,978	3,59,358	1,92,258	8.45	56	65.56
1890	22,73,934	3,70,825	1,96,192	8.63	58	47.09
1891	41,87,110	6,12,839	3,34,361	7.99	66	45.44
1892	60,59,552	9,46,980	5,28,941	8.73	74	44.14
1893	64,74,611	8,31,765	4,33,895	6.70	52	47.83
1894	64,49,374	10,81,156	6,69,373	10.38	65	38.00
1895	64,32,981	9,74,738	5,69,246	8.85	58	41.60
1896	61,78,328	11,64,465	7,38,273	11.40	70	36.60
1897	74,90,176	11,22,658	7,44,709	9.84	67	35.66
1898	1,00,85,594	12,22,726	7,30,956	7.25	73	42.22
1899	1,13,42,183	19,09,097	11,66,844	10.29	102	38.88
1900	1,14,28,508	16,28,478	9,07,480	7.94	81	44.27
1901	1,17,24,896	15,67,073	7,14,836	6.10	66	54.39
1902	1,18,69,421	16,76,216	8,38,202	7.04	71	50.17
1903	1,19,31,439	16,34,708	8,91,196	7.47	69	45.46
1904	1,21,90,810	16,87,924	9,58,365	7.86	71	45.21
1905	1,22,69,774	19,16,354	11,01,294	8.98	79	42.33
1906	1,22,77,615	20,91,368	12,23,531	9.97	87	41.50

18 (b) Jodhpur-Bikaner (Bikaner section) (3' 3½" gauge)—

Details of construction—

The section is 245.35 miles long. Its construction was first sanctioned in 1890 and it was opened through to Bhatinda in 1902.

Permanent-way.—The permanent-way consists of 36-lb. flat-footed steel rails on steel trough and deodar sleepers.

Ballast.—The ballast consists of coarse sand and small kunkur, except on the Suratgarh-Bhatinda section where it is broken brick and kunkur.

Fencing.—The line is unfenced, except at a few stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

See under Jodhpur section, 18 (a).

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1890	4,15,590	---	---	---	---	---
1891	14,33,708	5,139	2,721	0.19	36	46.99
1892	9,48,622	76,547	24,904	2.63	34	67.47
1893	9,65,771	66,725	25,735	2.66	30	61.43
1894	9,69,407	80,274	40,447	4.17	35	49.61
1895	9,71,094	86,539	45,096	4.64	38	47.89
1896	9,73,294	1,20,727	75,382	7.75	53	37.56
1897	9,73,473	1,17,010	65,504	6.73	52	44.02
1898	22,14,152	1,37,472	77,616	3.35	31	45.54
1899	22,61,917	1,74,589	1,04,344	3.65	37	40.22
1900	32,60,432	1,92,358	1,04,902	3.22	43	45.43
1901	48,93,535	2,46,875	1,05,697	2.16	30	57.18
1902	32,49,339	3,22,022	1,42,580	2.72	30	55.72
1903	51,30,925	5,25,329	2,66,197	5.19	41	49.83
1904	50,93,549	7,23,901	4,05,677	7.96	57	43.96
1905	51,72,408	8,83,482	5,62,383	10.87	69	36.84
1906	52,70,205	10,92,898	4,74,513	9.00	86	56.58

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 18} Sub-heads (a) to (c) . JODHPUR-BIKANER RAILWAY SYSTEM—concl'd.

18 (c) Jodhpur-Hyderabad (British section) (3' 3½" gauge)—

Details of construction—

The line connects Hyderabad (Sind) with the Jodhpur system and is 123·98 miles long. Its construction was first sanctioned in 1891 and it was opened through in 1900.

Permanent-way.—The section is laid with 60-lb. iron, and 50-lb. and 4½-lb. flat-footed steel rails on deodar and Denham-Oliphants' cast-iron sleepers.

Ballast.—The ballast is of kunkur, stone and broken brick.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contract—

The railway is worked under the following agreement:—

Agreement of.—22nd December 1900 (between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner) for the construction of a railway, on the 3' 3½" gauge, from Balotra to Hyderabad and for working the section from the Jodhpur Frontier to Hyderabad.

The general conditions of the agreement are as follows:—

Currency of agreement.—As regards the working of the railway this agreement remains in force until determined by either party, on 12 months' notice, on the 1st day of January or the 1st day of June in any year.

Terms of working.—Working expenses, excluding maintenance, are divided between the British and Native State sections in the ratio of the gross earnings of each section. Maintenance charges to be actual cost for each section of line.

Rates and fares.—Maximum and minimum rates and fares and the classification in force on the North Western (State) railway from time to time to be in force on the British section.

Note.—Government of India, in letter No. 255 R. T., dated the 6th March 1900, approved of the Rajputana-Malwa railway classification of goods which is in force on the Native State section being adopted on the British section, the stipulation in agreement requiring the adoption of the North Western (State) railway classification remaining unaltered in case it may be considered desirable to enforce it hereafter.

Statistics of working—

TABLE I.						TABLE II.			
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.	REMARKS.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
1891	2,31,401				5,356	—5,356	...		
1892	16,31,818	33,206	—1,049		59,649	—61,598	29	105·87	The figures of capital outlay in 1900 include the outlay on the Hyderabad-Bahokli section.
1893	16,61,091	1,30,817	16,171	0·99	65,767	—49,296	43	87·41	
1894	17,27,619	1,15,222	36,062	2·04	68,940	—32,878	47	75·17	
1895	17,74,095	1,68,139	46,900	2·63	71,080	—24,471	55	72·28	
1896	18,00,799	1,87,503	64,376	3·57	71,420	—7,044	61	65·67	
1897	18,37,796	2,05,182	59,113	3·23	73,552	—14,139	67	71·04	
1898	20,19,772	2,22,647	70,159	3·47	77,553	—7,304	73	68·40	The gain to the State in 1901 was due to the completion of the line which was previously only partially open.
1899	33,18,948	2,25,242	88,193	2·64	1,07,380	—18,917	74	60·73	
1900	41,71,100	1,93,211	65,923	1·10	1,78,984	—1,13,051	65	65·93	
1901	38,81,861	4,24,307	1,73,367	4·47	1,52,429	+ 21,138	66	59·09	
1902	40,45,972	5,04,098	2,18,814	5·41	1,39,771	+ 59,043	78	56·59	
1903	40,45,338	5,84,094	2,92,379	6·43	1,00,179	+1,02,206	91	55·98	
1904	39,58,681	6,48,748	3,45,006	8·72	1,54,816	+1,90,160	101	46·82	
1905	39,07,918	7,23,989	3,69,002	9·30	1,58,622	+2,10,380	112	49·03	
1906	40,70,645	8,01,456	5,11,938	12·58	1,57,778	+3,54,160	138	42·57	

Number ^{Main head 19} Sub-head (a) . MORVI RAILWAY (3' 3½" and 2' 6" gauges)—

The 2' 6" gauge connection between Wadhwan and Rajkot by this railway has been converted to the 3' 3½" gauge— from Wadhwan to Than Road, 31·34 miles, on a new alignment and onwards to Rajkot, 42·60 miles, on the original alignment with a few unimportant diversions. The line between Vankar and Morvi has been retained on the 2' 6" gauge.

Details of construction—

The line is 94·64 miles long, divided into the 3' 3½" gauge section (Wadhwan to Rajkot), 73·94 miles, and the 2' 6" gauge section (Vankar to Morvi and a quarry siding), 20·70 miles. The construction of the 3' 3½" gauge section was sanctioned in 1902 and this section was opened in 1903. The construction of the 2' 6" gauge section was sanctioned in 1883 and it was opened in 1887.

Permanent-way.—The permanent-way on the 3' 3½" gauge section consists of 4½-lb. flat-footed steel rails on half round teak and cross-sliced pine sleepers; and that on the 2' 6" gauge section consists of 29-lb. flat-footed steel rails on cross-sliced pine sleepers.

Ballast.—The line is ballasted with moorum (dis-integrated) trap.

Fencing.—The line is unfenced.

Curves.—The sharpest curve on the 3' 3½" gauge is of 950 feet radius; and that on the 2' 6" gauge is of 300 feet radius.

Gradients.—The ruling gradient is 1 in 150 on both gauges.

Terms of contract—

The Morvi railway is owned by His Highness the Thakore Sahib of Morvi, and is under his control.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 19} _{Sub-head (a)} **MORVI RAILWAY (3' 3½" and 2' 6" gauges)—*concll.*****Statistics of working—**

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percent on capital outlay.	Earnings per mile per w. ek.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1886	6,88,671	31,522	Not available.	...	30	103.28
1887	11,90,500	1,29,107	10,991	1.54	39	86.87
1888	11,77,842	1,62,987	21,981	1.87	46	86.44
1889	12,46,800	1,75,321	56,727	4.55	50	68.01
1890	20,35,864	2,00,227	87,550	4.32	60	70.34
1891	20,55,599	3,09,119	1,08,617	5.28	63	61.00
1892	21,01,519	3,09,171	1,30,370	6.19	63	57.83
1893	21,57,565	3,22,518	1,47,532	6.46	66	54.86
1894	22,23,526	3,20,348	1,47,667	6.42	65	58.46
1895	23,00,596	3,90,572	2,00,127	8.71	75	45.91
1896	23,80,215	3,86,883	1,81,621	7.62	79	52.06
1897	24,76,557	4,27,183	2,11,642	8.55	87	50.49
1898	24,79,148	3,76,220	1,66,390	6.61	77	56.41
1899	25,06,114	4,20,186	1,70,053	6.78	86	59.86
1900	27,28,115	4,23,308	1,55,794	5.72	87	62.49
1901	27,59,132	3,88,663	1,27,534	4.65	73	65.00
1902	27,32,718	3,05,058	1,13,299	4.14	63	62.86
1903	27,88,432	2,88,066	1,44,749	5.19	61	51.44
1904	29,06,136	3,74,646	1,88,569	6.55	73	46.73
1905	43,90,517	3,25,040	1,74,476	3.97	69	46.99
1906	44,90,450	3,07,560	1,59,584	3.55	62	48.11

Number ^{Main head 20} _{Sub-heads (a) to (c)} **ROHILKUND AND KUMAON RAILWAY SYSTEM—***Chairman.*—Sir Charles Turner, K.C.I.E.*Managing Director.*—Alexr. Izat, Esq., C.I.E., M.I.C.E.*Offices.*—237 Gresham House, Old Broad Street, London, E.C.*Lines comprising the system.*—The Rohilkund and Kumaon railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Rohilkund and Kumaon railway (3' 3½" gauge)	117.87	84.12	201.99
(b) Lucknow-Bareilly railway (3' 3½" gauge)	237.01	...	237.01
(c) Pawayan Light railway (2' 6" gauge)	30.50	...	30.50
Total	391.41	84.12	475.53

Running powers—*Home line over foreign line—*

	Miles.
Bhojepura to Bareilly, Lucknow-Bareilly railway, for passenger and goods trains	12.00

Foreign line over home line—

	Miles.
Bongal and North-Western, Daliganj to Aishlagh, for passenger and goods trains	3.40

20 (a) Rohilkund and Kumaon railway proper (3' 3½" gauge)—**Details of construction—**

The open mileage of the Rohilkund and Kumaon railway proper is 117.87 miles, made up of (1) main line, Bhojepura to Kathgodam, 53.92 miles and (2) the Bareilly-Kasganj section, 63.95 miles.

The main line was sanctioned for construction in 1882 and opened in 1884. The portion of the Bareilly-Kasganj section from Bareilly to Soron was sanctioned in 1903 and opened in 1906 and the portion from Soron to Kasganj was taken over from the Rajputana-Malwa railway in 1906.

There are 84.12 miles under construction, *viz.*, (1) the Moradabad-Ramnagar branch, 47.69 miles; and (2) the Lalkua-Kashipur branch, 36.43 miles. The construction of these branches was sanctioned in 1903.

Permanent-way.—The permanent-way consists of 50-lb. steel rails on s&l sleepers.

Ballast.—The ballast consists of broken brick and shingle.

Fencing.—The line is partially fenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 70.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number Main head 20
Sub-heads (a) to (c) **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

20 (c) Rohilkund and Kumaon railway proper (3' 3½" gauge)—*contd.***Terms of contracts—**

The Rohilkund and Kumaon and Lucknow-Bareilly railways are worked under the following contracts:—

Contracts of—12th October 1882.—Rohilkund and Kumaon Railway Company's original contract.

8th September 1890.—Contract for the working and maintenance of the Lucknow-Bareilly railway and the Company's line as one system. (Principal contract.)

31st December 1892.—Relating to advances of capital by Government.

5th February 1901.—Contract modifying the terms of the previous contracts.

24th April 1903.—Contract as to rate of exchange for purposes of contracts of 12th October 1882 and 8th September 1890.

15th July 1904.—Contract for construction of new branches and taking over a branch from Kasganj to Soron and other matters supplemental to contracts of 1882, 1890, 1901 and 1903.

The general conditions of the contracts are as follows:—

Government aid.—Company's section.—Government guaranteed interest at 4 per cent. in sterling on the capital expended up to £200,000 until the line was opened for traffic, but not for longer than the first two years of the contract; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from date of opening, which ceased on 31st December 1894. Land was provided free, subject to the condition that the Company pays on demand to Government the cost price of land purchased by the latter subsequent to the date of the principal contract.

Lucknow-Bareilly section.—The Company to raise £160,000 capital by debentures which Government guarantees as to repayment of capital and payment of interest, the Company undertaking to reimburse Government from its own funds any amount by which the guarantee may exceed the annual limit of Rs. 98,000. Land was provided free of charge.

Note.—All sums to be advanced by Government after the 31st December 1900 bear interest at the rate of 3½ per cent. per annum under the agreement dated the 5th February 1901.

Terms of contract.—The Lucknow-Bareilly section was taken over in an unfinished state by the Company which raised the sum of £160,837 by the issue of debentures for the purpose of completing it. The remainder of the capital expended has been supplied by Government. The contract provides that the railway shall be worked in conjunction with the Company's own line, a joint account of working expenses being kept and the total amount divided half-yearly between the State line and the Company's line in proportion to their respective gross earnings.

Currency of contracts.

(1) **Rohilkund and Kumaon railway contract.**—Government may terminate the contract at the end of the 30th year (i.e., on the 31st December 1912) or the 50th year (i.e., on the 31st December 1932), by giving 12 months' notice. If the contract terminates by such notice or by efflux of time, Government have to pay 25 times the average net earnings, deducting the Government share of surplus profits during the 5 years preceding the termination. Government may also determine the contract at any time on six months' notice, if the Company fails to observe its obligations, on payment of the value of permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment in which case the Company must remove its property within nine months from the termination of the contract, otherwise it becomes the property of the Government.

(2) **Lucknow-Bareilly railway.**—Government may determine the contract on the 31st December 1907, or on the 31st December of any subsequent year, by giving twelve months' notice. In the event, however, of the original contract, dated the 12th October 1882, terminating by efflux of time or under notice of purchase or notice of determination, this contract, *ipso facto*, also terminates at the same time. Government may also terminate the contract if the Company fails to observe its obligations after six months' notice. On determination of the contract Government resume possession of the State railway on payment to the Company of the amount of the capital received, or take over its liabilities with respect to such capital.

Power of Company to surrender contract.—Nil.

Terms of working.—Company's section.—During the period that the Government are liable to pay interest, after deducting working expenses, (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 20 for every mile of line open to traffic to be made half-yearly to Government for supervision), the surplus profits, after repayment of the guaranteed interest, go to the Company. Subsequently half the surplus profits, after 5 per cent. for the year (within a limit of £5,000 for each half-year), has been appropriated to the Company, are to be applied in repayment to Government of arrears of guaranteed interest and interest thereon. The other half and any ultimate surplus to belong to the Company. After the year ending 31st December 1897 Government to receive half the surplus profits in excess of 6 per cent.

Note.—It has been agreed that, in calculating the surplus profits for division, sums received by the Company as its share of the surplus profits of the Lucknow-Bareilly railway shall not be taken into account.

Lucknow-Bareilly section.—The working expenses of the system, (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 20 for every mile of line open to traffic to be made half-yearly to Government for supervision), are divided between the Company's line and the State railway in proportion to their gross earnings, the profits of the State railway being applied (i) in meeting payment of interest on the debentures and of interest at 4 per cent. on any further capital supplied by the Company for the undertaking or advanced by Government; (ii) in payment to Government of interest at 4 per cent. on their capital in the undertaking; and (iii) the residue to be divided half-yearly between Government and the Company in the ratio of their respective shares of capital in the undertaking.

Any insufficiency of the profits to meet the charges under (i) that may be met by money supplied by Government shall be a cumulative preference charge against subsequent profits before division of residue.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 20} _{Sub-heads (a) to (c)} ROHILKUND AND KUMAON RAILWAY SYSTEM—contd.

20 (a) Rohilkund and Kumaon railway proper (3' 3½" gauge)—concl'd.

Statistics of working—

TABLE I.							TABLE II.			REMARKS.
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Subsidy from Government.	Total income.	Percentage of total income on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.	
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1884	19,40,296	26,543	1,734	0.09	...	1,734	0.09	51	95.16	The large increases in the capital outlay since 1901 are due to the inclusion of expenditure on branches under construction; and the decreases in net earnings to the heavy outlay on relaying the main line and (in 1906) also to the net earnings of the Bareilly-Soron extension having been credited to capital.
1885	21,71,124	23,8572	40,153	1.85	40,000	80,153	3.69	68	66.49	
1886	22,52,062	3,00,191	88,832	3.92	40,000	1,28,832	5.50	86	58.75	
1887	22,91,619	3,19,274	76,800	3.35	40,000	1,16,800	5.10	92	63.43	
1888	23,40,100	3,34,993	1,02,120	4.36	40,000	1,42,120	6.07	96	57.46	
1889	23,96,624	3,74,270	1,20,145	5.01	40,000	1,60,145	6.69	107	56.94	
1890	20,37,223	3,14,834	1,11,003	5.45	40,000	1,51,003	7.41	90	52.04	
1891	20,40,158	3,85,084	1,33,140	5.62	20,000	1,53,140	7.49	112	58.22	
1892	20,58,575	5,20,567	1,57,780	6.22	40,000	1,97,780	9.61	127	54.17	
1893	20,82,280	4,25,009	1,44,180	6.17	40,000	1,84,180	8.80	124	56.78	
1894	20,80,440	4,50,015	1,75,191	7.16	40,000	2,15,191	10.34	134	52.91	
1895	20,78,251	4,04,504	1,52,973	7.36	...	1,52,973	7.36	118	62.19	
1896	20,79,863	4,26,065	1,54,595	7.43	...	1,54,595	7.43	125	63.79	
1897	21,20,448	4,23,720	1,73,184	8.17	...	1,73,184	8.17	124	50.34	
1898	21,42,552	4,62,308	2,21,899	10.36	...	2,21,899	10.36	135	52.24	
1899	21,48,313	4,55,623	2,31,020	10.89	...	2,31,020	10.89	136	49.74	
1900	21,53,125	4,37,572	2,24,048	10.59	...	2,24,048	10.59	136	45.64	
1901	22,09,423	3,84,311	2,09,896	9.50	...	2,09,896	9.50	112	45.38	
1902	23,31,911	4,19,626	2,18,317	9.34	...	2,18,317	9.34	146	46.83	
1903	25,49,790	4,13,147	2,20,405	8.51	...	2,20,405	8.51	121	46.06	
1904	43,55,575	4,18,787	2,21,103	5.15	...	2,21,103	5.15	122	46.41	
1905	93,34,849	4,40,664	1,54,126	1.65	...	1,54,126	1.65	128	65.02	
1906	1,10,53,319	8,03,007	1,79,124	1.54	...	1,79,124	1.54	124	54.56	

20 (b) Lucknow-Bareilly railway (3' 3½" gauge) —

Details of construction:—

The open mileage is 237.04 miles, and is divided into main line (Lucknow to Bareilly), 198.55 miles and branches 38.49 miles. Sanction to the construction of the main line was accorded in 1884 and it was opened through in 1891.

Permanent-way—The permanent-way consists of 4½-lb. and 50-lb. steel rails on sal sleepers.

Ballast—The ballast consists of broken bricks, kunkur and shingle.

Fencing—The line is partially fenced.

Curves—There is only one curve with a radius of less than 1,000 feet.

Gradients—The ruling gradient is 1 in 100 except on the Dudhwa branch where it is 1 in 60.

Terms of contracts—

See under Rohilkund and Kumaon railway proper, 20 (a).

Statistics of working—

Calendar year.	TABLE I.					TABLE II.			
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Interest.	Company's share of net earnings.*	Gain or loss to State.	BAREILLY PILGRIM, 3' 3½"	LUCKNOW-STAPUR, 3' 3½"
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Earnings per mile per week.	Pro: of exp: to earnings.
1883	4,84,915	...	...	...	11,192	...	- 11,192	...	...
1884	13,43,009	102.9	8.9	0.06	36,572	...	-36,572	32	91.81
1885	25,45,567	82,827	17,243	0.63	53,247	...	-53,247	44	83.79
1886	42,10,116	1,15,296	28,729	0.68	1,48,570	...	-1,48,570	53	77.46
1887	52,24,211	2,92,470	67,924	1.30	1,85,046	...	-1,17,122	52	71.47
1888	52,84,870	3,52,327	99,031	1.87	2,03,503	...	-1,04,472	50	70.51
1889	51,59,585	4,23,781	1,47,468	2.70	2,16,169	...	-68,321	59	66.45
1890	63,33,824	4,56,738	1,32,336	2.02	2,30,600	...	-98,261	64	66.08
1891	79,17,846	4,95,068	1,73,011	2.19	2,72,065	...	-99,054	...	...
1892	81,66,804	6,82,836	2,74,601	3.36	3,07,651	11,501	-44,551	...	...
1893	83,89,302	7,28,878	2,73,541	3.26	3,26,770	2,185	-55,364	...	...
1894	85,93,058	9,72,269	4,48,218	5.22	4,48,323	79,310	+23,585	...	...
1895	87,22,466	8,25,934	3,13,116	3.59	3,50,596	15,834	-59,311	...	...
1896	89,63,620	8,27,509	3,02,071	3.37	3,48,885	13,415	-60,229	...	...
1897	93,02,715	8,27,371	3,35,776	3.61	3,61,550	26,880	-52,754	...	...
1898	94,90,476	10,34,088	5,00,200	5.27	3,64,852	66,721	+68,697	...	...
1899	91,07,485	12,72,160	6,33,355	6.63	3,65,537	76,332	+ 1,91,486	...	...
1900	90,21,432	12,53,861	6,51,957	6.57	3,73,097	1,47,611	+ 1,31,249	...	...
1901	1,01,83,243	13,72,520	7,58,124	7.44	3,91,796	99,195	+ 2,67,131	...	...
1902	1,12,96,019	14,53,829	7,09,568	6.81	4,23,528	71,066	+ 2,74,374	...	...
1903	1,15,01,911	14,03,266	7,48,609	6.51	4,59,835	52,573	+ 2,42,291	...	...
1904	1,17,14,505	14,84,120	7,07,071	6.81	4,48,328	54,467	+ 2,04,856	...	...
1905	1,17,99,357	15,47,488	8,20,992	6.96	4,50,448	10,811	+ 3,53,733	...	...
1906	1,20,09,658	16,55,250	8,36,782	6.97	4,57,588	1,20,140	+ 2,50,054	...	...

* Based on actual receipts and payments during the year.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 20}_{Sub-heads (a) to (c)}. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*concl'd.*****20 (c) Powayan Light railway (2' 6" gauge)—**

The line was constructed originally by the Powayan Steam Tramway Company and the maintenance and working were taken over by the Rohilkund and Kumaon Railway Company from 17th December 1900.

Details of construction—

This line, which connects Shahjahanpur with Meilani, is 39·50 miles long. Its construction was first sanctioned in 1889 and it was opened through in 1894.

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 25 lbs. to the yard, laid on sal sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is unfenced except at stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contracts—

The Powayan Light railway is worked under the following contracts:—

Contracts of—1st July 1901 (between the Secretary of State and the Powayan Light Railway Company) for maintenance and working.

6th November 1902 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) as to terms of working.

The general conditions of the contracts are as follows:—

Government aid.—Land.

Currency of contract.—The contract is terminable on the 31st December 1912 or at any time thereafter on one year's notice being given by either party.

Terms of working.—The working agency is to retain 70 per cent. of the gross earnings until the line is fully equipped, and thereafter the same percentage as that at which the whole open system is worked, subject to a minimum of 60 per cent. The percentage so retained may include any single item of capital expenditure not exceeding Rs. 200, subject to a maximum charge of Rs. 20 per mile in each half year.

Rates and fares.—The same rates and fares as may from time to time be applicable to the Lucknow-Bareilly railway.

Statistics of working.—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1901	8,11,038	66,862	20,659	2·39	33	70·00
1902	8,93,456	75,675	22,521	2·52	37	70·21
1903	8,94,619	71,815	28,182	3·18	35	60·34
1904	8,94,751	78,615	30,337	3·46	38	60·34
1905	8,94,751	92,614	36,707	4·10	45	60·37
1906	8,94,751	99,566	39,491	4·41	48	60·34

Number ^{Main head 21}_{Sub-heads (a) to (f)}. **SOUTH INDIAN RAILWAY SYSTEM—**

Chairman.—Sir Henry Kimler, Bart, M. P.

Managing Director.—Henry W. Notman, Esq.

Offices.—55, Grace Church Street, London, E. C.

Lines comprising the system.—The South Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) South Indian railway (3' 3½" gauge)	1,134·00	13·88	1,143·88
(b) Karaikkal-Porulam railway (3' 3½" gauge)	14·65	...	14·65
(c) Pondicherry railway (3' 3½" gauge)	7·85	...	7·85
(d) Tanjore District Board railway (3' 3½" gauge)	103·83	...	103·83
(e) Tinnevely-Quilon (Travancore) (British section) (3' 3½" gauge)	50·48	...	50·48
(f) Tinnevely-Quilon (Travancore) (Native state section) (3' 3½" gauge)	57·98	...	57·98
Total	1,364·32	13·88	1,378·20

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 21}_{Sub-heads (a) to (j)} **SOUTH INDIAN RAILWAY SYSTEM—*contd.*****21 (a) South Indian railway proper (3' 3½" gauge)—****Details of construction—**

The total open mileage of the South Indian railway proper is 1,130·00 miles. This may be divided into (1) *Madras-Tuticorin section*, main line (Madras to Tuticorin), 416·54 miles; branches, 320·18 miles; (2) *Villupuram-Dharmavaram section*, main line (Villupuram to Dharmavaram), 279·18 miles; Gudur branch, 84·10 miles. First sanction to the construction of (1) was given in 1859 and it was opened through in 1879. (2) was sanctioned in 1888 and opened through in 1892.

In addition to the above there are 13·88 miles under construction.

Permanent-way.—The rails in use are 50-lb. and 52-lb. bull-headed steel, 56-lb. and 41½-lb. flat-footed steel, 40·3-lb. flat-footed and 68-lb. double-headed iron. The sleepers are cast iron pot, steel transverse, Denham Olpherts' cast iron and wooden.

Ballast.—The line is ballasted throughout, partly with broken stone and partly with laterite and gravel interspersed.

Fencing.—The line is fenced, with the exception of the Villupuram-Dharmavaram and Pakala-Gudur sections and the Pamban branch which are fenced only at stations.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the length between Madras Beach and Fort and on the Villupuram-Dharmavaram, Pakala-Gudur, Trichinopoly-Madura, and Karur-Erode sections where it is 1 in 100.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—24th November 1890 (between the Secretary of State and the South Indian Railway Company) for working.

27th June 1901 (between the Secretary of State and the South Indian Railway Company) relating to the Pamban branch.

The general conditions of the contracts are as follows:—

Terms of contract.—The original South Indian Railway Company ceased to exist at the end of 1890, when the railway was purchased by the State. The purchase was effected by means of a cash payment to the Company, and all the contracts then subsisting between the Secretary of State and the Company were determined. The purchase price was £4,197,557.* The Secretary of State assumed all liability in connection with the Company's debentures and debenture stock which is irredeemable. The present Company (practically the old one in a modified form) was constituted, with a capital of £1,000,000, as the agency for carrying on the working of the lines after their acquisition by the Government, and for completing a system of State lines which was under construction by the former Company at the date of the termination of its contract. Any further moneys required are provided either by the Secretary of State or raised by the Company under guarantee. Subject to the provision of the contract, all moneys raised by the Company become the absolute property of the Secretary of State.

Company's stock at date of purchase	£ 3,208,280
Premium	969,277
	<u>4,197,557</u>

Currency of contract.—Government may determine the contract on the 31st December 1910 or at the end of any succeeding fifth year, giving 12 months' previous notice. Government may also determine it by giving six months' notice should the Company fail to observe its obligations or the line be worked at a loss for not less than three half-years continuously. On the expiration of the contract Government are to take possession of the railway and all its appliances, repaying at par to the Company its capital of £1,000,000 and any further capital raised by it and paid to Government.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting working expenses (which shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government) the net receipts shall be applied in payment to Government of the equivalent in rupees of interest at 3 per cent. on £1,000,000, the Company's capital; at 4½ per cent. on £425,000, the irredeemable debenture stock of the old Company; at 3½ per cent. on the debenture stock issued and upon the principal moneys owing in respect of advances made for the Pamban branch; and 3 per cent. on the net expenditure shown by the capital advance, stores and capital accounts. After deducting the equivalent in rupees of the sums referred to above, the residue, if any, to be divided between Government and the Company in the ratio of the respective capital amounts contributed by each.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 21} Sub-heads (a) to (f). **SOUTH INDIAN RAILWAY SYSTEM—contd.**

21(a) South Indian railway proper (3' 3½" gauge)—concl'd.

Statistics of working—

TABLE I (INCLUDING THE TINNEVELLY-QUILON (TRAVANCORE) RAILWAY (BRITISH AND NATIVE STATE SECTIONS) UP TO 1904).								TABLE II (INCLUDING THE PONDICHERY RAILWAY UP TO 1904).					
Calen- dar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Company's share of net earnings *	Gain or loss to the State.	Calen- dar year.	Earn- ings per mile per week.	Propor- tion of expen- ses to earn- ings.	Calen- dar year.	Earn- ings per mile per week.	Propor- tion of expen- ses to earn- ings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.			Rs.	
1879	4,41,96,588	33,62,067	10,63,953	2.40	20,95,296	...	-10,31,953	1861	77	47.45	1887	118	68.20
1880	4,46,77,075	35,59,593	9,30,017	2.08	21,28,643	...	-11,98,656	1862	61	44.43	1888	159	68.98
1881	4,52,32,730	37,55,688	12,37,726	2.73	21,30,568	...	-8,92,842	1863	74	44.60	1889	167	70.11
1882	4,53,69,280	37,58,714	14,02,328	3.09	21,40,871	...	-7,38,543	1864	69	57.55	1890	181	57.50
1883	4,53,97,614	38,69,668	13,22,334	2.91	21,46,679	...	-8,24,245	1865	79	49.53	1891	154	65.47
1884	4,57,51,662	41,89,049	14,92,491	3.19	25,40,471	...	-10,47,580	1866	106	49.28	1892	137	63.01
1885	4,59,74,990	45,00,126	15,81,714	3.40	27,02,145	...	-11,20,131	1867	86	49.66	1893	149	61.25
1886	5,15,40,174	49,30,176	14,75,914	2.86	29,80,496	...	-15,04,582	1868	90	48.64	1894	118	58.99
1887	5,40,64,399	51,70,324	15,86,729	2.89	31,25,720	...	-15,48,991	1869	84	64.44	1895	165	56.13
1888	5,57,01,978	56,56,683	16,31,692	2.92	35,80,657	...	-17,48,965	1870	84	62.10	1896	165	54.89
1889	6,25,01,698	59,39,378	17,63,111	2.82	35,29,935	...	-17,06,824	1871	84	55.61	1897	170	53.01
1890	7,17,15,494	64,25,510	26,67,305	3.66	35,19,564	1,43,341	-9,55,609	1872	87	56.87	1898	157	54.50
1891	7,72,11,895	70,86,756	23,58,724	3.05	35,89,736	...	-15,31,012	1873	120	48.94	1899	159	52.41
1892	7,82,83,761	77,14,996	27,77,005	3.55	39,54,093	...	-11,71,088	1874	101	60.81	1900	166	50.27
1893	7,63,31,043	80,92,415	30,31,332	3.98	38,58,152	...	-8,25,820	1875	96	48.16	1901	188	46.17
1894	7,61,13,362	80,16,559	32,83,865	4.30	42,81,512	1,06,449	-11,04,396	1876	90	53.27	1902	189	45.60
1895	7,68,38,604	89,14,947	38,96,987	5.07	43,77,475	2,56,771	-6,45,632	1877	107	50.88	1903	203	39.99
1896	7,67,63,325	89,15,581	40,27,489	5.11	49,09,677	2,41,567	-9,84,755	1878	102	66.65	1904	214	44.35
1897	7,66,46,858	91,81,409	42,96,757	5.61	38,76,142	3,55,740	-4,95,225	1879	105	68.38	1905	221	49.51
1898	7,45,21,873	84,67,581	38,26,327	5.15	37,49,529	3,96,473	-2,20,467	1880	106	73.57	1906	237	55.61
1899	7,53,82,623	81,74,462	39,83,540	5.28	36,39,891	2,47,668	+98,041	1881	109	67.04			
1900	7,69,70,119	89,04,825	43,97,916	5.71	36,77,879	3,08,498	+3,54,629	1882	109	62.69			
1901	8,24,78,918	1,01,44,657	54,15,176	6.57	37,23,736	4,20,540	+12,31,990	1883	112	65.73			
1902	8,49,97,226	1,05,98,282	57,11,244	6.72	39,64,367	4,80,185	+12,69,702	1884	122	64.18			
1903	8,69,72,113	1,23,82,517	73,77,614	8.48	40,28,063	6,96,450	+26,53,126	1885	132	65.12			
1904	10,01,55,636	1,28,18,085	71,16,981	7.11	45,90,992	7,05,488	+18,20,501	1886	113	69.78			
1905	8,62,95,191	1,29,34,476	65,77,340	7.62	27,03,867	6,52,964	+32,15,497						
1906	8,01,97,605	1,32,75,295	58,92,976	6.62	27,89,511	5,66,743	+25,66,772						

21(b) Karaikkal-Peralam railway (3' 3½" gauge)—

The line is partly in British, and partly in French, territory and was constructed (by the agency of the South Indian Railway Company) with the object of placing the town and port of Karaikkal in communication with the railway system of Southern India.

Details of construction—

The line is 14.65 miles long. Its construction was sanctioned in 1895 and it was opened in 1898.

Permanent-way.—The permanent-way consists of 11½ lb flat-footed steel rails laid on wooden and steel transverse sleepers.

Ballast.—The line is ballasted with laterite.

Fencing.—The line is fenced only at stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked under the following contract:—

Contract of—27th March 1902 (between the Government of the French Settlements in India and the South Indian Railway Company) for working.

The general conditions of the contract are as follows:—

Government aid.—The land occupied by the portion in British territory has been made over by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.

Currency of contract.—The contract is terminable by either party giving twelve months' notice to expire on the 30th June or 31st December in any year.

Terms of working.—The line is worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, plus 5 per cent. of the gross receipts of the line for the use of the main line rolling-stock and Rs. 1,500 per annum for interest on the main line Revenue stores and Stores and Workshop buildings and machinery. If, at any time, the Company can show that the working of the railway involves an actual loss on the percentage term, the Government of the French Settlements in India have to make good the loss.

Rates and fares.—Same as on the South Indian railway.

* Based on actual receipts and payments during the year.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number Main-head 21 SOUTH INDIAN RAILWAY SYSTEM—*contd.*
 Sub-heads (a) to (f)

21(b) Karaikkal-Peralam railway (3' 3½" gauge)—*concl'd.*

Statistics of working—

Calendar year.	TABLE I.				TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1895	4,750	...	...	...	...	...
1896	59,000	...	...	...	...	...
1897	5,93,082	...	...	...	...	...
1898	7,21,665	19,733	7,855	1.09	27	60.19
1899	7,25,344	27,685	9,037	1.25	37	67.36
1900	7,29,715	24,608	9,178	1.30	32	61.48
1901	7,23,786	30,150	13,314	1.84	40	56.28
1902	7,23,786	32,736	14,619	2.02	43	55.34
1903	7,23,786	38,933	19,861	2.74	51	48.98
1904	7,23,786	36,945	—20,432	...	48	179.66
1905	7,23,786	36,922	4,406	0.61	48	88.07
1906	7,23,786	39,035	—4,420	..	51	111.32

21(c) Pondicherry railway (3' 3½" gauge)—

The line is in French territory and was constructed (by the Pondicherry Railway Company under the supervision of the South Indian railway) with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the French territory.

Details of construction—

The line is 7.85 miles long. Its construction was sanctioned in 1878 and it was opened in 1879.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers and with 4½-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced.

Curves.—The sharpest curve is of 495 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked under the following contract :—

Contract of.—30th December 1890 (as renewed, between the South Indian Railway Company and the Pondicherry Railway Company) for working the line.

The general conditions of the contract are as follows :—

Currency of contract.—The contract will be terminable by either party on giving 6 months' notice expiring on the 31st December in any year.

Terms of working.—The line is worked for the same percentage of gross receipts as obtains on the "undertaking including the Pondicherry railway."

Rates and fares.—Same as on the South Indian railway

Statistics of working—

Calendar year.	TABLE I.				TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1879 } to 1889 }	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.	Information not available.
1890	5,68,543	...	...	...	...	...
1891	5,68,543	20,106	20,107	3.54	3.54	...
1892	5,68,543	15,341	15,341	2.70	2.70	...
1893	5,68,543	18,014	18,014	3.17	3.17	...
1894	5,68,543	27,958	18,425	3.24	3.24	...
1895	5,68,543	50,328	22,711	3.99	3.99	...
1896	5,68,543	39,681	17,776	3.13	3.13	...
1897	5,68,543	38,592	17,169	3.02	3.02	...
1898	5,68,543	31,830	14,394	2.53	2.53	...
1899	5,68,543	45,305	21,627	3.80	3.80	...
1900	5,68,543	50,583	23,193	4.08	4.08	...
1901	5,68,543	60,174	32,366	5.69	5.69	...
1902	5,68,543	70,478	37,960	6.68	6.68	...
1903	5,68,543	73,416	44,358	7.78	7.78	...
1904	5,68,543	60,119	33,662	5.92	5.92	...
1905	5,68,543	58,414	29,827	5.23	143	48.04
1906	5,68,543	55,026	24,636	4.32	135	55.41

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 21} _{Sub-heads (a) to (f)}. SOUTH INDIAN RAILWAY SYSTEM—*contd.***21(d) Tanjore District Board railway (3' 3½" gauge)—**

This railway was constructed by the agency of the South Indian Railway Company, and the money for the railway was raised by the imposition, with the concurrence of the inhabitants or their representatives on the District Board, of a special cess of 3 pies in the rupee on all lands which would be served by the railway or benefited by its construction. It was entirely a new departure, and has opened the way for the provision of railways for which Government are unable to find the money immediately when the District Board has raised sufficient capital from its cess.

Details of construction—

The open mileage (Mayavaram to Arantangi), including the quarry branch is 193.36 miles. Construction was first sanctioned in 1890 and the line was opened through in 1903.

Permanent-way.—The line is laid with 41½-lb. flat-footed steel and 40.3-lb. flat-footed iron rails on sāl, pyinkado, west coast teak and jarrah sleepers.

Ballast.—The Mayavaram-Mutupet section is ballasted with laterite and the Mutupet-Arantangi section is being ballasted with laterite over sand.

Fencing.—The line is fenced only at stations.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 200, except between Adirampatnam and Pattukkottai where it is 1 in 160.

Terms of contract—

The railway is worked under the following contract:—

Contract of—22nd July 1897 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows:—

Government aid.—Land was provided free of cost.

Terms of contract.—The funds for the Mayavaram-Mutupet section were in the first instance provided in equal proportions by the Government of Madras from Provincial Revenues and by the Tanjore District Board from its railway guaranteed fund created by a special local cess. On the 1st January 1900 the Tanjore District Board took over the Government section and became sole owners—the purchase money, Rs. 12,34,720, being treated as a loan at 4 per cent. per annum. The extension of the line was carried out by the South Indian Railway Company at the cost of the Tanjore District Board.

Currency of contract.—Contract to remain in force until either party gives 12 months' notice expiring on the 31st December in any year. The Government of India reserve the right of taking over the whole of the railway at any time, on 12 months' notice, by assuming liability for any debentures which the District Board may have issued and by repayment of any further amounts which it may have spent out of its railway guaranteed fund. Under ordinary circumstances this condition will not be enforced up to 31st December 1920 (Government of India No. 303 R. C., dated 5th March 1895).

Terms of working.—The line is worked for the same percentage of gross receipts as obtains on the undertaking (which shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year), plus 5 per cent. of the gross receipts of the line for use of rolling-stock.

Rates and fares.—To be agreed upon from time to time between Government and the Company within the maxima and minima in force on the undertaking.

Statistics of working—

Calendar year.	TABLE I.						TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1890	61,509	...	...	...	1,230	- 1,230	...	...
1891	4,82,149	...	...	...	10,873	-10,873	...	...
1892	13,84,423	...	...	...	37,331	-37,331	...	...
1893	21,62,937	...	...	...	70,947	-70,947	...	...
1894	23,79,124	1,63,460	62,942	2.65	1,00,701	-37,759	103	61.50
1895	24,47,153	2,42,624	93,669	3.83	95,760	-2,031	86	61.30
1896	24,99,680	2,47,772	99,361	4.06	97,861	+ 1,000	88	59.00
1897	24,91,854	2,66,661	1,11,436	4.47	99,159	+12,337	95	58.10
1898	24,94,505	2,46,199	77,627	3.11	99,843	-22,216	98	68.47
1899	24,97,355	2,42,016	96,798	3.88	99,845	-3,047	86	60.01
1900	26,50,776	2,32,280	97,782	3.69	1,02,734	-4,952	83	33.02
1901	32,17,511	2,90,637	1,35,765	4.22	1,35,881	-3,076	109	58.29
1902	38,18,902	3,08,879	1,46,764	3.84	1,63,157	-16,393	103	52.43
1903	45,70,190	3,90,747	2,09,167	4.58	1,97,476	+11,691	106	46.47
1904	46,32,763	5,24,490	2,61,364	5.64	2,25,868	+35,496	101	50.17
1905	47,34,090	5,66,690	2,63,302	5.61	2,21,234	+44,063	113	54.78
1906	47,98,375	6,01,066	2,32,883	4.85	2,34,646	-1,813	116	61.26

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112]

Number ^{Main head 21}
^{Sub-heads (a) to (f)} **SOUTH INDIAN RAILWAY SYSTEM—*concl.*****21(e) Tinnevely-Quilon (Travancore) (British section) (3' 3½" gauge)—****Details of construction—**

The line is 50·48 miles long. Its construction was sanctioned in 1899 and it was opened in 1903.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced at stations, and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 1,432·5 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Travancore branch is worked under the following contract :—

Contract of.—27th June 1901 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—Government guarantee interest at 3½ and 3¼ per cent. on the debentures to be raised by the South Indian Railway Company for the construction of the line.

Currency of contract.—The contract will remain in force until the principal contract for working the undertaking shall terminate.

Terms of working.—The branch is to be worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, subject to maintenance for the first two years after opening being charged to capital. After meeting interest charges, the residue of net earnings to be divided between the Secretary of State and the Company in the proportions in which the residue of net revenue receipts of the undertaking are divisible under the principal contract. If the net earnings are not sufficient to meet interest charges of any half-year, the deficiency attributable to the section of railway within the Native State of Travancore to be borne by the Secretary of State, and that attributable to the section of railway outside the Native State to be borne by the Secretary of State and the Company in the proportions in which the residue of such net revenue receipts would have been divisible between them had there been any such residue.

As between Government and the Native State of Travancore the latter has under-written the guarantee of interest to the extent of the capital required for the construction of the line lying in its State, any excess of net earnings over interest charges attributable thereto being made over to and any deficiency being met by the Native State.

Rates and fares.—Same as on the South Indian railway.

Statistics of working—

TABLE I.													TABLE II.	
Calendar year.	CAPITAL OUTLAY TO END OF EACH YEAR.		GROSS EARNINGS.	NET EARNING.		PER CENT. ON CAPITAL OUTLAY.		INTEREST CHARGES.		GAIN OR LOSS.			(INCLUDING THE NATIVE STATE SECTION.)	
	British section.	Native State section.		British section.	Native State section.	British section.	Native State section.	British section.	Native State section.	British section.		Native State section.	Earnings per mile per week.	Proportion of expense to earnings.
										South Indian Railway Company.	State.			
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1902 1903 1904	Included	with the South Indian	South Indian	railway	proper	...	...	...	...	...	...	...	81 101 85	44·84 41·13 51·04
1905	43,40,925	1,17,84,077	4,86,757	68,314	1,90,963	1·57	1·54	1,49,273	3,99,750	—13,234	—67,695	—2,18,787	86	48·78
1906	43,62,235	1,18,26,747	4,97,643	61,824	1,60,655	1·42	1·36	1,49,700	3,98,235	—13,939	—73,917	—2,34,270	88	55·20

21(f) Tinnevely-Quilon (Travancore) Native State section (3' 3½" gauge)—**Details of construction—**

The Native State section is 57·93 miles long. Its construction was sanctioned in 1899 and it was opened through in 1904.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers, except for a length of 24·56 miles, between Ponalur and Shencottah, where there are wooden sleepers of jarrah, irul and teak.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced only at stations and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 477 feet radius.

Gradients.—The ruling gradient between Quilon and Ponalur is 1 in 100 and between Ponalur and Shencottah 1 in 50.

Terms of contract—

The line is worked on the same terms as apply to the Tinnevely-Quilon (Travancore) British section [21 (e)].

Statistics of working—

See under British section [21 (e)]

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 22}
Sub-heads (a) to (m) **SOUTHERN MAHRATTA RAILWAY SYSTEM—**

Chairman.—Colonel Sir William S. S. Bisset, R.E., K.C.I.E.*Secretary.*—E. Z. Thornton, Esq.*Offices.*—46, Queen Anne's Gate, S. W.**Lines comprising the system.**—The Southern Mahratta railway system is made up of—

	Open line.	Under construc- tion or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Southern Mahratta railway (3' 3½" gauge)	1,042·04	...	1,042·04
(b) Bellary-Rayadrug railway (3' 3½" gauge)	33·35	...	33·35
(c) Birur-Shimoga railway (3' 3½" gauge)	37·92	...	37·92
(d) Guntakal Mysore frontier railway (3' 3½" gauge)	119·50	...	119·50
(e) Hindupur (Yasvantpur-Mysore frontier) railway (3' 3½" gauge)	51·35	...	51·35
(f) Ho-pot-Kottur railway (3' 3½" gauge)	48·03	...	48·03
(g) Kolhapur railway (3' 3½" gauge)	29·27	...	29·27
(h) Mysore-Nanjangud railway (3' 3½" gauge)	15·80	...	15·80
(i) Mysore section (Southern Mahratta) (3' 3½" gauge)	296·22	...	296·22
(j) West of India Portuguese railway (3' 3½" gauge)	51·10	...	51·10
(k) Brivata Masulipatam railway (3' 3½" gauge) . . . . .	...	49·47	49·47
(l) Kurnool Road-Kurnool railway (3' 3½" gauge) . . . . .	...	32·00	32·00
(m) Sangli railway (3' 3½" gauge) . . . . .	...	5·77	5·77
Total	1,724·53	87·24	1,811·82

Manning powers—*Home line over foreign line—*

Tadepalli to Bezwada, Madras railway (with East line) for passenger and goods trains 2·97

22(a) Southern Mahratta railway proper (3' 3½" gauge)—**Details of construction—**

The open mileage of the Southern Mahratta Railway proper is 1,042·04 miles. This may be divided into (1) main line (Portuguese frontier to Tadepalli) 509·97 miles, and (2) branches, 532·07 miles. Construction was first sanctioned in 1879 and the main line was opened through in 1890.

Permanent-way.—The rails in use are of 4½-lb., 50-lb. and 62-lb flat-footed steel. The sleepers are teak, jamba and steel trough.

Ballast.—The line is ballasted throughout the main line and Poona branch with stone, gravel and sand; the Harihar branch with stone, and the Bijapur branch with stone and gravel.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve on the main line is of 603 feet radius. The sharpest curve on the Poona branch is of 600 feet radius.

Gradients.—The ruling gradient is 1 in 100, except on the Ghats, between miles 0 and 3 on the main line, where the gradient is 1 in 40.

Terms of contracts—

The Southern Mahratta railway is worked under the following contracts:—

Contract of—1st June 1882.—Southern Mahratta Railway Company's principal contract.

28th October 1885.—Contract supplemental to that of 1882, for construction and working of the West Deccan railway.

31st August 1887.—Contract supplemental to those of 1882 and 1885, for construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

27th February 1889.—Contract supplemental to those of 1882, 1885 and 1887, for completion and working of the Bellary-Kistna railway.

The general conditions of the contracts are as follows:—

Government aid.—Interest in sterling on share capital at 3½ per cent. is guaranteed, and an additional ½ per cent. until 31st December 1890.

Terms of contract.—The contract provides that the Company raise £5,000,000, and that any further moneys required shall be supplied by the Secretary of State.

Currency of contract.—The contract is current for a period of 50 years. Government may however determine the contract after 25, 35 or 45 years (i.e., on 30th June 1907, 30th June 1917, or 30th June 1927), on one year's previous notice; or on six months' notice given at any time if the Company fails to observe its obligations, or the line is worked at a loss for three consecutive half-years. Upon determination of the contract by efflux of time or by notice Government have to repay to the Company the amount of the par value of the share capital paid to Government.

NOTE.—On the 21st June 1906 the Secretary of State for India gave notice of his intention to determine on the 30th June 1907, the contract of the 1st June 1882 and all contracts supplemental thereto. But he has since permitted the Company to continue the working as at present up to 30th June 1906.

Power of Company to surrender contracts.—The Company may determine the contracts on the 30th June in any year by giving one year's previous notice.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 22}
^{Sub-heads (a) to (m)} **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*****22(a) Southern Mahratta railway proper (3' 3½" gauge)—*concl'd.*****Terms of contracts—*concl'd.***

Terms of working.—Up to the 31st December 1890 after deducting working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 23,000 in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision), the net receipts belonged to Government, unless one-fourth part of the same exceeded the extra guarantee of $\frac{1}{2}$ per cent., in which case the amount of the excess was payable to the Company. After 31st December 1890 three-fourths of the net receipts are paid to Government and one-fourth to the Company.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

Calendar year.	TABLE I.							TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Company's share of net earnings.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1884	2,77,07,721	2,13,059	—18,131	...	14,77,196	...	—14,95,337	50	108.51
1885	3,68,00,076	8,66,236	1,40,238	0.38	19,81,340	...	—18,41,102	63	83.80
1886	6,15,07,620	16,31,918	4,88,302	0.79	26,43,220	...	—21,54,828	92	69.83
1887	7,87,73,165	30,32,417	10,03,624	1.27	31,64,086	...	—24,60,462	87	66.01
1888	8,68,81,288	35,38,616	8,85,493	1.01	31,89,505	...	—23,04,012	86	75.70
1889	9,18,52,138	40,31,604	9,61,618	1.04	32,91,520	41,700	—23,71,602	88	76.15
1890	9,82,85,016	41,71,095	9,14,664	0.98	31,39,444	30,036	—22,54,816	85	78.19
1891	9,42,66,041	47,60,567	16,29,919	1.72	35,59,851	2,58,845	—22,18,777	89	65.76
1892	9,61,10,671	44,33,107	13,47,969	1.40	31,55,511	3,43,266	—21,80,778	82	68.69
1893	9,45,71,662	57,29,918	23,16,567	2.45	35,42,479	5,84,949	—17,60,861	106	59.60
1894	9,51,44,406	54,50,342	20,18,567	2.12	45,87,508	5,57,556	—31,26,587	108	65.44
1895	9,56,02,591	64,68,011	23,98,948	2.71	46,80,290	5,22,407	—26,13,740	119	59.65
1896	9,60,94,788	67,12,230	29,11,959	3.03	44,45,740	7,28,698	—22,57,479	124	56.59
1897	9,67,12,838	64,92,310	27,62,625	2.88	42,62,586	6,97,133	—21,77,394	119	56.96
1898	9,74,67,550	50,61,371	15,02,414	1.54	41,10,275	5,44,277	—21,52,138	93	70.32
1899	9,78,00,580	58,70,616	18,95,002	1.94	40,10,557	3,85,332	—25,00,867	108	67.72
1900	9,82,62,274	64,66,526	22,83,366	2.32	40,02,119	5,81,807	—23,00,560	119	64.69
1901	9,84,64,118	58,29,471	17,31,134	1.75	40,42,851	4,92,729	—26,04,445	107	70.36
1902	9,85,13,731	64,50,486	23,09,904	2.34	40,79,645	5,03,168	—22,72,905	119	64.24
1903	9,88,51,177	66,72,302	25,50,721	2.58	40,94,981	6,01,133	—21,45,393	123	61.77
1904	9,91,38,895	73,48,458	26,97,722	2.72	41,08,930	7,20,960	—21,32,168	135	63.29
1905	10,13,29,322	76,67,700	30,16,473	2.98	41,37,632	6,20,761	—17,41,923	141	60.66
1906	10,16,90,315	82,82,914	33,10,570	3.26	42,06,005	8,76,167	—17,73,602	152	60.03

22(b) Bellary-Rayadrug railway (3' 3½" gauge)—

The construction of the Bellary-Rayadrug railway by the agency of the Southern Mahratta Railway Company was sanctioned with the object of increasing facilities for distributing food to the population in the Madras Presidency and of lessening the difficulties and troubles incidental to the periods of scarcity.

Details of construction—

The line is 33.35 miles long. It was sanctioned in 1902 and opened in 1905.

Permanent way.—The permanent way consists chiefly of flat-footed steel rails, weighing between 41½ and 39 lbs. per yard, laid on teak, jamba and Australian eucalyptus sleepers.

Ballast.—The ballast consists of broken stone, sand and moorum.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The line is worked under an agreement (between the Secretary of State and the Southern Mahratta Railway Company) sanctioned under Government of India, Public Works Department (Railways) No. 1144 R. T., dated the 20th December 1904.

The general conditions of the agreement are as follows :—

Government aid.—The line is the property of Government.

Currency of agreement.—The agreement is terminable at the close of any calendar half-year on twelve months' notice being given by either party.

Terms of working.—Actual cost with a lump sum charge of 11½ annas per train-mile for locomotive and carriage and wagon expenses and for traffic expenses connected with subordinate superintendence, train staff, lighting and general stores, clothing, printing, stationery and tickets.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

* Based on actual receipts and payments during the year.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 22} _{Sub-heads (a) to (m)} SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

22(b) Bellary-Rayadrug railway (3' 3½" gauge)—concl'd.

Statistics of working—

Calendar year.	TABLE I.						TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage of net earnings on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.	...	Rs.	Rs.	Rs.	
1905	7,70,179	17,040	—2,864	...	14,102	—16,966	19	116.81
1906	7,78,472	37,918	2,535	0.33	26,771	—24,236	22	93.32

22(c) Birur-Shimoga railway (3' 3½" gauge)—

Details of construction—

The line is 37.92 miles long. Its construction was sanctioned in 1896 and it was opened in 1899.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on Mysore teak sleepers. The Bhadra bridge is laid with 50-lb. flat-footed steel rails.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—The sharpest curve is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 89.

Terms of contract—

The Hindupur and Birur-Shimoga railways are worked under the following contract :—

Contract of—2nd December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for maintenance and working.

The general conditions of the contract are as follows :—

Government aid.—The lines are the property of the Mysore State.

Currency of contract.—Either party may determine the contract, on giving twelve months' notice, on the 31st December 1904, or on the 1st January or 1st July in any year thereafter. If not determined sooner, the agreement terminates, without prior notice, on the date the Mysore contract of the 31st August 1887 terminates. On the determination of the contract the Mysore Government resume possession of the railway and take over the liabilities incurred by the Company on behalf of the railway, and the working stores belonging to the railway, at a valuation.

Terms of working.—The working expenses of the system, excluding expenditure on New Minor Works, are divided between these railways and the others comprising the system in proportion to their gross earnings. The Company retains the share attributable to these lines (which includes any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), and pays the residue to the Mysore Durbar.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

Calendar year.	TABLE I.				TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1896	2,90,226	...	...	...	...	...
1897	6,27,263	...	...	...	...	...
1898	15,70,079	...	...	...	...	...
1899	20,85,475	6,186	1,851	0.09	37	69.59
1900	22,94,457	66,227	24,219	1.06	34	63.43
1901	24,01,328	62,058	16,993	0.71	31	72.62
1902	24,05,667	64,006	23,367	0.97	33	63.83
1903	24,07,802	61,520	24,206	1.01	31	80.65
1904	24,06,391	68,224	24,624	1.02	35	63.90
1905	23,98,543	80,672	31,102	1.30	41	61.45
1906	23,94,973	1,11,176	44,889	1.88	56	59.58

22(d) Guntakul-Mysore frontier railway (3' 3½" gauge)—

Details of construction—

The line is 119.50 miles long. Its construction was sanctioned in 1889 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on steel trough sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 600 feet.

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 25} Sub-heads (a) to (m) **SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.****22(d) Guntakul-Mysore frontier railway (3' 3½" gauge)—concl'd.****Terms of contract—**

The Guntakul-Mysore frontier railway is worked under the following contract:—

Contract of—21st August 1898 (between the Secretary of State and the Southern Mahratta Railway Company) for construction and working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of Government.*Currency of contract.*—The same as in the case of the Southern Mahratta railway.*Power of Company to surrender contract.*—The same as in the case of the Southern Mahratta railway.*Terms of working.*—The working expenses of the entire system of railways worked by the Company (including this railway), exclusive of Government supervision charges of the Southern Mahratta railway and the Mysore section, are divided between this railway and the other railways worked in proportion to their gross receipts. This railway's share of the working expenses is retained from its gross receipts. The residue is paid to Government.*Rates and fares.*—To be fixed from time to time by the Company with the approval of Government.**Statistics of working—**

Calendar year.	TABLE I.						TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1893	58,39,606	1,97,374	78,955	1.35	4,67,933	—3,84,978	38	60.00
1894	58,58,414	3,68,951	1,27,574	2.18	2,34,529	—1,66,655	19	65.34
1895	58,71,739	4,39,329	1,81,657	3.09	2,34,639	—52,982	71	58.65
1896	59,00,158	4,80,992	2,10,690	3.57	2,35,666	—24,926	77	56.20
1897	59,02,498	6,38,278	2,75,983	4.68	2,36,000	+ 89,983	103	56.76
1898	58,99,866	4,25,702	1,32,471	2.25	2,36,026	—1,03,555	69	68.88
1899	58,98,608	3,84,929	1,28,459	2.18	2,35,996	—1,07,537	62	66.62
1900	59,00,046	4,36,116	1,57,837	2.68	2,35,960	—78,123	70	63.61
1901	59,02,543	4,47,313	1,36,659	2.32	2,36,115	—99,456	73	69.45
1902	59,04,714	4,73,472	1,74,420	2.95	2,36,107	—61,787	76	63.22
1903	59,07,192	4,96,481	1,97,075	3.34	2,36,237	—39,132	80	60.31
1904	59,14,170	7,54,378	2,73,879	4.63	2,36,372	+ 37,507	121	63.69
1905	59,21,993	8,07,874	3,34,829	5.65	2,36,752	+ 94,977	130	59.55
1906	59,24,987	8,81,386	3,61,350	6.10	2,36,895	+ 1,34,455	142	59.00

22(e) Hindupur (Yesvantpur-Mysore frontier) railway (3' 3½" gauge)—**Details of construction—**

The line is 51.35 miles long. Its construction was sanctioned in 1890 and it was opened in 1893.

Permanent-way.—The rails on the ghat section are 50-lb. flat-footed steel, State railway type, and 41½-lb. flat-footed steel on the remainder of the line. The sleepers are Mysore teak throughout.*Ballast.*—The line is ballasted throughout with stone.*Fencing.*—The line is fenced throughout.*Curves.*—The sharpest curve has a radius of 660 feet.*Gradients.*—The ruling gradient is 1 in 100 with a 1 in 89 gradient on the ghat section.*Terms of contract.*—See under Birur-Shimoga railway, 22 (c).**Statistics of working—**

Calendar year.	TABLE I.				TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1892	24,41,741	...	...	...	...	...
1893	24,46,180	57,635	22,708	0.93	39	60.60
1894	24,91,989	1,61,704	58,504	2.32	61	65.06
1895	24,19,698	1,92,159	72,866	3.00	72	59.43
1896	28,94,762	2,23,900	99,592	4.16	84	55.50
1897	24,79,410	2,69,527	1,14,358	4.77	101	56.09
1898	24,08,316	1,80,081	56,439	2.26	67	69.66
1899	24,98,102	1,49,363	50,528	2.02	56	66.17
1900	24,98,047	1,84,183	67,135	2.69	70	61.32
1901	24,94,729	1,97,798	60,734	2.43	74	60.20
1902	24,97,811	2,13,486	77,908	3.12	80	63.51
1903	24,97,208	2,42,695	96,150	3.85	81	60.39
1904	24,84,842	3,67,923	1,33,715	5.37	138	63.66
1905	24,88,944	3,73,993	1,54,872	6.22	140	59.59
1906	25,00,614	4,03,396	1,63,788	6.55	151	59.40

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 22} ^{Sub-heads (a) to (m)} **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

22(f) Hospet-Kottur railway (3' 3½" gauge)—

The same remarks apply to this railway as are made against the Bellary-Rayadrug railway, 22 (b).

Details of construction—

The line is 18·03 miles long. Its construction was sanctioned in 1902 and it was opened in 1905.

Permanent-way.—The permanent-way consists of 44-lb. flat-footed steel rails on pine, jamba and teak sleepers.

Ballast.—The line is being ballasted with gravel, stone and sand.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 575 feet radius.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The same as apply to the Bellary-Rayadrug railway, 22 (b).

Statistics of working—

Calendar year.	TABLE I.						TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
1905	Rs. 13,81,630	Rs. 29,230	Rs. -6,975	...	Rs. 48,242	Rs. -55,217	17	123·86
1906	11,65,516	51,892	2,508	0·17	52,412	-49,914	23	25·17

22(g) Kolhapur railway (3' 3½" gauge)—**Details of construction—**

The line is 29·27 miles long. Its construction was sanctioned in 1888 and it was opened in 1891.

Permanent-way.—The permanent-way consists of 44-lb. flat-footed steel rails on steel trough sleepers.

Ballast.—The line is ballasted throughout with gravel and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Kolhapur railway is worked under the following contract:—

Contract of.—17th July 1891 (between the Kolhapur Durbar and the Southern Mahratta Railway Company) for maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the Kolhapur State.

Currency of contract.—The contract may be terminated, by either party on six months' notice.

Terms of working.—The working expenses of the system, excluding Government supervision charges and New Minor Works, are divided between this railway and the others comprising the system in proportion to their gross earnings. The Company retains the share attributable to these lines (which includes any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), and pays the residue to the Kolhapur Durbar.

Rates and fares.—The same as in force on the Southern Mahratta railway.

Statistics of working—

Calendar year.	TABLE I.				TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay	Earnings per mile per week.	Proportion of expenses to earnings.
1889	Rs. 13,59,602	Rs. ...	Rs. ...	...	Rs. ...	...
1890	21,37,609	...	...	...	...	...
1891	23,16,183	58,381	20,866	0·90	60	64·26
1892	23,81,946	90,793	29,182	1·23	55	67·72
1893	23,21,687	1,88,066	49,091	2·15	78	57·67
1894	23,68,817	1,23,300	43,332	1·89	82	64·64
1895	23,69,206	1,21,147	51,006	2·15	80	57·90
1896	23,05,912	1,21,655	54,305	2·35	80	55·36
1897	23,21,837	94,630	41,931	1·80	63	55·34
1898	23,24,807	78,271	24,201	1·04	52	69·08
1899	23,24,807	99,195	33,986	1·46	66	65·74
1900	23,24,807	1,24,215	41,875	1·93	82	68·87
1901	23,24,807	1,14,114	38,780	1·54	75	68·67
1902	23,25,587	1,23,918	46,407	2·00	81	62·55
1903	23,26,188	1,21,937	48,053	2·07	80	60·60
1904	23,28,251	1,41,676	53,228	2·29	98	63·43
1905	23,26,251	1,70,404	69,432	2·98	112	59·25
1906	28,26,251	1,76,234	71,811	3·09	116	59·25

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 22} _{Sub-heads (a) to (m)} **SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.**

22(k) Mysore-Nanjangud railway (3' 3½" gauge)—**Details of construction—**

The line is 15·90 miles long. It was opened in 1891.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails, mostly on Mysore teak with a mixture of jamba sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 700 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Mysore-Nanjangud railway is worked under the following contract:—

Contract of—14th December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the Mysore State.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. If not terminated sooner, this agreement terminates on the date on which the Mysore contract of the 31st August 1887 terminates. On determination the Company makes over to the Mysore Government the railway and works and pays to that Government all moneys on account of the railway, the Government indemnifying the Company against all debts and liabilities incurred on account of the railway then subsisting. If mutually agreed upon, the working stores, to be taken over by the Mysore Government at a valuation.

Terms of working.—After deduction of expenditure on New Minor Works, which is debited to each railway direct from the total working expenses of the Company's railway system, the balance is divided between this railway and the other railways comprised in the Company's system in the proportion which the gross receipts of this railway bear to the gross receipts of such other railways, and the sum so ascertained, together with any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000, but not exceeding Rs. 2,000, classed as a 'Minor Work' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year, representing the working expenses of this railway, is retained by the Company, and the residue paid to the Mysore Government.

Rates and fares.—To be fixed by the Company with the approval of Government.

Statistics of working—

Calendar year.	TABLE I.				TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1892	5,92,414	16,478	6,163	1·03	21	62·60
1893	6,18,551	33,812	14,001	2·26	43	58·59
1894	6,02,995	37,448	12,896	2·13	47	65·65
1895	6,00,212	39,100	16,432	2·69	49	57·98
1896	6,09,681	19,322	17,125	2·81	50	56·45
1897	6,31,764	84,197	14,265	2·25	42	57·11
1898	6,43,821	31,491	10,124	1·57	40	67·85
1899	6,46,051	16,810	5,671	0·88	21	66·20
1900	6,53,711	30,860	11,357	1·74	38	63·20
1901	6,56,462	26,302	7,863	1·20	35	72·22
1902	6,56,162	29,800	10,318	1·67	36	63·78
1903	6,56,462	31,923	12,687	1·93	39	60·26
1904	6,56,462	34,873	14,404	2·19	47	61·95
1905	6,56,462	44,174	18,015	2·74	54	59·22
1906	6,56,462	49,946	20,559	3·13	61	58·84

22(i) Mysore Section (Southern Mahratta) (3' 3½" gauge)—**Details of construction—**

The line, which connects Mysore with Harihar, is 296·22 miles long. First sanction to its construction was given in 1877 and it was opened through in 1889.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails, with the exception of about 25 miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small proportion of jamba and steel trough sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 between Harihar and Bangalore, and 1 in 70 between Bangalore and Mysore.

Terms of contract—

The Mysore section is worked under the following contract:—

Contract of—31st August 1887 (between the Secretary of State and the Southern Mahratta Railway Company) for construction, maintenance and working.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 22} _{Sub-heads (a) to (m)} SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

22(i) Mysore Section (Southern Mahratta) (3' 3½" gauge)—concl'd.

Terms of contract—concl'd.

The general conditions of the contract are as follows :—

Government aid.—Guarantee of interest in sterling at 4 per cent. on £1,200,000 debenture stock.

Terms of contract.—To meet the cost of constructing the Gubbi-Harihara extension, the Company raised £1,224,000, by the issue of debenture stock for the nominal amount of £1,200,000. The stock is redeemable on or after the 1st March 1936. The contract provides that the Company may raise £1,224,000, and that any further moneys required be supplied by the Secretary of State. All moneys whatsoever received by or on behalf of the Company in respect of the undertaking are the absolute property of the Secretary of State during the continuance of this contract.

Currency of contract.—Government may determine the contract at any time, on six months' notice, should the Company fail to observe its obligations, or the line be worked at a loss. It is also provided that should the Company's contract for the Southern Mahratta railway system be determined, then this contract will also be determined. On the termination of the contract, the Secretary of State, if so required by the Company, takes over all liabilities in respect of the debenture stock issued by the latter (which is not redeemable until the 1st March 1936).

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting working expenses, (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), the net receipts are divided in the proportion of three-fourths to Government and one-fourth to the Company.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

Calendar year.	TABLE I.						TABLE II.		
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Company's share of net earnings. (Based on actual receipts and payments during the year.)	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1879	7,98,213	...	...	...	23,960	...	23,960	...	...
1880	21,37,736	...	...	...	68,908	...	68,908	...	...
1881	36,56,345	1,31,525	53,753	1.47	98,912	...	45,159	51	59.13
1882	45,95,958	2,88,390	1,03,485	2.25	1,68,949	...	65,494	68	64.11
1883	57,69,457	3,02,895	99,675	1.73	2,19,851	...	1,19,676	67	67.09
1884	62,61,620	3,61,198	1,85,479	2.64	2,41,052	...	75,873	67	54.22
1885	64,99,946	4,33,954	2,07,784	3.20	2,51,730	...	49,946	60	52.12
1886	71,35,111	4,69,274	1,05,285	1.18	5,57,104	...	4,51,719	65	59.04
1887	91,36,478	1,14,784	1,41,198	1.55	6,79,864	...	5,29,666	71	71.60
1888	1,25,76,692	5,70,657	1,22,295	0.43	6,94,210	...	6,94,210	79	76.28
1889	1,44,24,093	8,96,273	2,22,034	1.54	7,07,500	47,964	5,33,530	72	75.23
1890	1,47,11,610	11,56,318	2,61,700	0.92	6,48,733	52,631	4,39,864	77	77.94
1891	1,50,76,285	13,21,525	4,43,717	2.94	6,54,850	96,064	3,07,187	86	66.50
1892	1,46,36,205	13,99,163	4,47,906	3.06	7,29,624	1,01,305	3,33,623	89	67.92
1893	1,46,42,217	16,83,203	4,41,705	4.61	7,70,439	1,64,670	2,60,404	109	69.92
1894	1,47,90,293	14,45,412	4,76,156	3.23	8,38,525	1,43,566	5,05,335	94	66.99
1895	1,49,22,452	15,76,281	6,20,769	4.23	8,70,947	1,23,096	3,63,274	103	59.72
1896	1,51,08,257	15,84,981	6,76,873	4.48	8,21,588	1,71,768	3,16,483	103	57.29
1897	1,51,99,757	18,80,019	7,95,147	5.23	7,75,708	1,80,992	1,61,553	122	57.54
1898	1,55,07,319	18,92,851	4,13,121	2.67	7,38,161	1,06,086	4,92,026	90	70.32
1899	1,56,75,416	10,60,469	3,29,033	2.10	7,21,117	76,861	4,68,945	69	68.97
1900	1,58,70,510	13,76,391	4,71,401	2.97	7,18,200	1,11,070	3,58,069	89	65.77
1901	1,60,14,879	14,33,240	4,07,791	2.55	7,22,224	1,07,697	4,32,150	93	71.55
1902	1,60,76,000	15,97,046	5,58,082	3.47	7,21,062	1,16,979	3,79,959	104	65.00
1903	1,62,34,303	15,35,270	5,82,208	3.59	7,20,000	1,40,846	2,84,598	100	63.07
1904	1,62,59,794	15,85,324	5,63,667	3.47	7,20,000	1,52,391	3,08,724	103	64.44
1905	1,64,76,981	17,00,901	6,98,051	4.24	7,20,000	1,37,682	1,59,631	116	61.02
1906	1,65,88,502	18,48,348	7,19,072	4.34	7,20,000	1,97,286	1,98,214	120	61.10

22(j) West of India Portuguese railway (3' 3½" gauge)—

Chairman.—Sir Henry Green, K.C.S.I., C.B.**Secretary.**—H. Ringler-Thomson, Esq.**Office.**—4 Coleman Street, London, E.C.

The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West Coast. The Southern Mahratta railway took over the working of the line as from the 1st July 1902.

Details of construction—

The line runs from the Portuguese frontier to Mormugao, and is 51.10 miles long. Its construction was sanctioned in 1881 and it was opened through in 1888.

Permanent-way.—The permanent-way throughout consists of 62-lb. flat-footed steel rails on creosoted pine, sal, teak and jamba sleepers.

Ballast.—The line is ballasted throughout with laterite and blue stone.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 720 feet radius.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 40 on the Ghat section.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 22} Sub-heads (a) to (m). **SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.**

22 (j) West of India Portuguese railway (3' 3½" gauge)—concl'd.**Terms of contracts—**

The West of India Portuguese railway is worked under the following contracts:—

Contracts of—18th April 1881, modified by the contract of 19th December 1892 (between the Portuguese Government and the West of India Portuguese Railway Company) for the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

21st August 1902, between the Southern Mahratta Railway Company and the West of India Portuguese Railway Company for the maintenance and working of the railway from Mormugao to the Portuguese Frontier, and the harbour at the Port of Mormugao.

The general conditions of the contracts are as follows:—

Government (Portuguese) aid.—5 per cent. per annum is guaranteed to the West of India Portuguese Railway Company on £800,000 and 6 per cent. on £550,000.

Currency of contracts.—The contract of 1881 is current for a period of 99 years from date of opening, when the line and all its appurtenances become the property of the Portuguese Government by payment to the Company of the value of rolling-stock, moveable machinery, stores, etc. The Portuguese Government may, however, determine the contract, at any time, on six months' previous notice, by payment in sterling of the actual outlay of the Company on the railway, telegraph and other works, with 10 per cent. added thereto, together with the then value of rolling-stock, machinery, station appliances and stores. The contract of 1902, between the Southern Mahratta and the West of India Portuguese Railway Companies, which took effect from the 1st July 1902, is to continue in force for five years, subject to amendment or determination after two years on six months' notice by either party.

Power of Company to surrender contract.—By the contract of 1881 as modified by that of 1892 the West of India Portuguese Railway Company may at any time surrender the contract by giving six months' notice if the Portuguese Government fail to pay in full the interest guaranteed on its capital. On surrender of the contract the Portuguese Government are to pay to the Company in sterling an amount equal to the total capital expended on the railway, telegraph, etc., and in addition 10 per cent. of such expenditure; and also purchase the rolling-stock, machinery, etc., at a valuation.

Terms of working by Southern Mahratta Railway Company.—The West of India Portuguese and the Southern Mahratta railways are worked as one concern, and the expenses of the system (exclusive of expenditure on 'New Minor Works' and of interest payable by the Southern Mahratta railway on the capital cost of telegraph lines) are divided in proportion to their gross earnings, the net earnings to be applied—in payment of a contribution sanctioned by the Portuguese Government—towards a reserve fund; in payment of the guaranteed dividends on the capital of the Company; and in payment of the residue to the Portuguese Government and the Company in equal proportions.

The contract of 1902 provides that a separate account be kept of the revenue transactions at the Port of Mormugao, and the amount to be charged for working to be the actual expenses of working and maintenance, plus 10 per cent. thereon for supervision by the Southern Mahratta railway, subject to the provision that the relation of the aggregate expenses of working—including supervision—to the total receipts shall not exceed, without the sanction of the West of India Portuguese Railway Company, the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899; should any such excess occur it is to be annulled or reduced as much as possible by a corresponding diminution in the charge for supervision.

Rates and fares.—Subject to the maxima prescribed in the contract between the Portuguese Government and the West of India Portuguese railway and to the maxima and minima prescribed in the contracts between the Secretary of State and the Southern Mahratta railway, the rates both for through and local working shall be fixed from time to time by the Southern Mahratta railway and shall be applicable to the whole system.

The shipping and port charges to conform with those in force under the Bombay Port Trust, and not to exceed those charges without the mutual consent of the British and Portuguese Governments.

Statistics of working—

Calendar year.	TABLE I.				TABLE II.	
	Capital outlay (including outlay on Harbour works) to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1890	1,68,14,170	4,75,437	67,001	0.41	138	74.26
1891	1,68,22,139	5,41,014	1,21,593	0.74	157	86.01
1892	1,63,00,901	3,74,681	11,107	0.07	109	106.01
1893	1,62,74,816	5,66,705	1,65,069	1.01	168	78.18
1894	1,63,12,813	5,48,673	1,19,332	0.73	137	86.47
1895	1,68,31,966	5,83,077	1,12,136	0.69	166	90.75
1896	1,63,80,444	2,97,176	—78,693	...	90	137.34
1897	1,63,46,168	1,78,722	—1,60,785	...	55	189.46
1898	1,62,97,448	2,30,870	—1,10,145	...	65	173.60
1899	1,62,96,432	5,72,473	1,64,665	1.01	137	83.15
1900	1,65,29,262	5,37,596	—66,545	...	96	120.04
1901	1,63,42,023	2,68,120	—48,850	...	205	113.20
1902	1,63,08,793	3,54,657	51,887	0.37	193	85.51
1903	1,63,08,793	3,90,235	1,51,112	1.10	149	61.86
1904	1,68,08,793	4,69,786	1,83,414	1.33	184	62.55
1905	1,68,30,269	4,44,519	1,77,953	1.29	167	50.97
1906	1,63,30,269	4,38,965	1,73,266	1.26	165	60.58

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number ^{Main head 22} _{Sub-heads (a) to (m)} **SOUTHERN MAHRATTA RAILWAY SYSTEM—*concl'd.*****22 (k) Bezwada-Masulipatam (3' 3½" gauge)—**

This railway will be 49.47 miles long. It was sanctioned in 1905 and is under construction.

22 (l) Kurnool Road-Kurnool (3' 3½" gauge)—

The construction of this line has been sanctioned with the object of providing facilities for the distribution of grain to the population of the Madras Presidency, and of lessening difficulties incidental to the period of scarcity.

The line will be 32 miles long. It was sanctioned in 1906 and is under construction.

22 (m) Sangli (3' 3½" gauge)—

This railway (Miraj Junction to Sangli town) will be 5.77 miles long. Its construction from funds supplied by the Sangli Durbar was sanctioned in 1905.

Number ^{Main head 23} _{Sub-head (a)} **UDAIPUR-CHITOR RAILWAY (3' 3½" gauge) -****Running powers—***Home line over Foreign line:—*

Rajputana-Malwa railway, Barach Signal Station to Chitorgarh.

Miles.

1.42

The line is owned by the Udaipur State. It was worked by the Bombay, Baroda and Central India railway as a temporary measure up to the 31st December 1897, since which date it has been worked by the Udaipur State.

Details of construction—

The line is 67.30 miles long. Its construction was sanctioned in 1894 and it was opened through in 1899.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.*Ballast.*—The ballast consists of broken stone.*Fencing.*—The line is fenced round stations only.*Curves.*—On the Barach-Debari section the sharpest curve is of 1,116 feet radius; and on the extension from Debari to the Ahr river near Udaipur, at the 2½ mile, the sharpest curve has a radius of 820 feet.*Gradients.*—The ruling gradient is 1 in 120, except on the section Debari to Udaipur where it is 1 in 100.**Terms of contract—**

The line is owned and worked by the Udaipur State.

Statistics of working—

Calendar year.	TABLE I.				TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1893	7,000	...	...	...	...	...
1894	2,70,472	...	...	...	...	...
1895	13,39,850	54,702	18,778	1.40	42	65.67
1896	15,63,721	1,35,219	58,750	3.44	48	60.25
1897	15,99,040	1,23,175	49,881	2.68	39	65.15
1898	17,89,352	1,48,822	61,364	3.43	46	57.33
1899	19,80,912	2,10,540	1,01,829	5.27	62	50.21
1900	19,60,010	3,17,928	1,85,703	9.38	91	41.56
1901	20,61,858	2,22,175	91,112	4.56	63	57.81
1902	20,65,670	2,17,388	97,131	4.70	62	55.32
1903	20,66,171	1,77,817	66,446	3.21	51	62.63
1904	20,66,033	1,51,233	53,175	2.57	43	64.86
1905	20,67,164	2,07,927	1,03,552	5.00	58	50.19
1906	20,75,667	2,47,813	1,35,467	6.52	71	45.33

Number ^{Main head 24} _{Sub-head (a)} **BARASET-BASIRHAT LIGHT RAILWAY (2' 6" gauge)—****Details of construction—**

The line is 26.06 miles long. Its construction was sanctioned in 1903 and it was opened in 1905.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on pyinkado, sal and Australian jarrah wood sleepers.*Ballast.*—The line is ballasted with broken brick.*Fencing.*—The line is unfenced.*Curves.*—The sharpest curve has a radius of 400 feet.*Gradients.*—The ruling gradient is 1 in 250.**Terms of contract—**

The line is worked on the terms contained in the Bengal Government Notification No. 86 R., dated the 15th May 1903, under the following agreement:—

Agreement.—of 14th December 1907 (between the District Board of the 24-Parganas and the Baraset-Basirhat Light Railway Company).

The general conditions are as follows:—

Aid by District Board.—The District Board guarantees such an annual subsidy as will make the net profits equivalent to Rs. 1,500 per annum per mile of line declared open, subject to a maximum of Rs. 38,000, and allows the free use of a width of not more than 8 feet along one side of the District road. (The Company to acquire at its own expense land necessary for stations and diversions.)*Currency of agreement.*—Upon the expiration of twenty-one years from the date of the order authorising the construction, by giving six months' notice, or at intervals of seven years thereafter, the District Board can exercise the right of purchase on payment of twenty times the average yearly net earnings of the four years preceding, together with a bonus of twenty per cent. thereon.

APPENDIX 88—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 24} Sub-head (a) **BARASET-BASIRHAT LIGHT RAILWAY (2' 6" gauge)—concl.**Terms of contract—*omitted*.

Terms of working.—Any surplus profits in excess of 4 per cent. on share capital *plus* not more than 4 per cent. on debenture capital are equally divided between the District Board and the Company.

Rates and fares.—Certain maxima have been fixed within which the Company may vary its rates.

Statistics of working—

Calendar year.	TABLE I.							TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Subsidy from District Board.	Total income.	Percentage of total income on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
1905	Ra. 9,06,310	Ra. 1,11,202	Ra. 55,675	6.07	—5,394	Ra. 50,281	Ra. 5.55	Ra. 90	49.93
1906	9,47,058	1,50,731	79,489	8.39	—12,609	66,819	7.06	111	47.26

Number ^{Main head 25} Sub-head (a) **BARSI LIGHT RAILWAY (2' 6" gauge)—***Chairman.*—Sir Alexander Wilson.*Secretaries.*—W. A. Browne & Co.*Offices.*—Winchester House, Old Broad Street, E. C.

Details of construction—

The open mileage of the Barsi Light railway is 78.50 miles. It is made up of the following :—

- (1) Main line, Barsi Road Junction to Barsi Town, 21.59 miles ;
- (2) Tadwale extension, Barsi Town to Tadwale, 26.70 miles ; and
- (3) Pandharpur extension, Barsi Road Junction to Pandharpur, 30.21 miles.

The main line was sanctioned in 1895 and opened in 1897 and the Tadwale and Pandharpur extensions were sanctioned in 1902 and opened in 1906.

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails on steel sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is unfenced, except for a short distance on either side of level crossings and at bridges. Barsi Road Junction, Barsi Town, Tadwale and Pandharpur stations are also fenced.

Curves.—The sharpest curve is of 450 feet radius.

Gradients.—The ruling gradient is 1 in 100. There are, however, two steeper gradients on the main line—one of 1 in 89 and one of 1 in 90 ; and two on the Tadwale extension—one of 1 in 50 and the other of 1 in 70.

Terms of contracts—

The Barsi Light railway is worked under the following contracts :—

Contracts of.—1st August 1895 (between the Secretary of State and the Barsi Light Railway Company) for construction, maintenance and working the line from Barsi Road Junction to Barsi town.

26th August 1902 (between the Secretary of State and the Barsi Light Railway Company) for construction and working of the extensions.

4th December 1905, supplemental to that of 26th August 1902.

Despatch.—from Secretary of State, No. 51 Railway, dated the 8th July 1904, regarding the grant of extension of the term at the end of which the option of purchase may be exercised.

The general conditions are as follows :—

Government aid.—The Company is allowed the use of part of the road between Barsi Town and Barsi Road Junction stations. Land is provided free for the extensions.

Currency of contracts.—Government may determine the contracts on the 1st January 1914, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined Government are to pay the Company in England in sterling an amount equal to the total paid up capital, so far as such capital was expended with the authority of the Secretary of State.

Power of Company to surrender contracts.—Nil.

Terms of working.—The line is worked by the owning company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Calendar year.	TABLE I.				TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
1895	Ra. 2,357	...	...	...	...	...
1896	10,06,657	...	...	...	...	...
1897	13,45,901	1,07,778	21,560	1.60	115	39.90
1898	13,42,592	1,30,931	24,559	1.83	116	31.15
1899	13,56,800	1,56,113	64,475	4.75	139	53.63
1900	13,50,301	1,51,440	42,440	3.13	111	65.90
1901	12,99,589	1,68,238	79,588	6.13	150	52.69
1902	13,18,242	1,50,275	52,979	4.03	134	64.81
1903	12,59,175	1,30,694	53,423	4.24	116	59.12
1904	13,18,288	1,66,934	64,952	4.93	149	61.09
1905	28,18,907	2,19,478	1,39,618	4.96	195	36.39
1906	39,44,807	2,19,834	1,09,863	2.73	96	49.90

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 26} Sub-head (a) **BUKHTIARPORE-BEHAR LIGHT RAILWAY (2' 6" gauge)—**

The line, which has been laid as far as possible on the District road, is 18.50 miles long. Its construction was sanctioned in 1901 and it was opened in 1903.

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on pyinkado sleepers.

Ballast.—The ballast consists of broken stone, except in the first few miles where a portion of the packing has been done with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 260 feet.

Gradients.—The grades are easy, except at bridge approaches and up through the village of Chero where the grade is 1 in 100.

Terms of contract—

The railway has been constructed and is worked on the terms contained in Bengal Government Notification No. 100 R., dated the 25th June 1901, under the following agreement:—

*Agreement of—*21st August 1899 (between the District Board of Patna and the Bukhtiarpore-Behar Light Railway Company).

The general conditions are as follows:—

Government aid.—In addition to land, which has been provided free of charge except for station sites and diversions from the district road, the District Board supplements the net earnings, subject to a maximum limit of Rs. 32,000 per annum, to allow of the Company paying a dividend of 4 per cent. per annum on the Company's share capital of Rs. 8,00,000.

Currency of agreement.—In the event of the District Board exercising the right of purchase under section 41 of the Bengal Act, III of 1883, viz., upon the expiration of twenty-one years from the date of the order of the Local Government, authorising the construction of the line, by giving six months' notice, or at intervals of 7 years thereafter, the value to be calculated at 20 years' purchase of the average net profits to the Company during the four years preceding the transaction together with a bonus of 20 per cent. thereon.

Terms of working.—Any surplus profits in excess of 4 per cent. on share capital, plus not more than 4 per cent. on debenture capital, are equally divided between the District Board and the Company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1903	7,47,838	35,800	15,120	2.16	74	57.77
1904	8,10,059	1,13,590	65,963	8.11	181	41.90
1905	8,11,338	88,661	35,440	4.37	92	60.03
1906	8,20,262	1,11,324	48,080	5.79	116	56.81

Number ^{Main head 27} Sub-head (a) **CUTCH STATE RAILWAY (2' 6" gauge)—****Details of construction—**

The mileage of the open line (Puna to Anjar) is 11.67 miles. Its construction was sanctioned in 1903 and it was opened in 1905.

There are, in addition, 27.38 miles (Anjar to Bhuj) under construction.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on half-round jungle tank sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 359 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

Nil. The line is owned and worked by the Cutch State.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1905	4,45,781	22,367	15,861	3.73	59	29.07
1906	7,18,667	40,273	19,919	2.77	68	50.54

APPENDIX 38—contd.

History of railways constructed and in progress.

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Number ^{Main head 28}
Sub-head (a) **DHOLPUR-BARI RAILWAY (2' 6" gauge)—**

Details of construction—

This line, from Dholpur on the Indian Midland railway to Bari, was sanctioned in 1905 and is under construction by, and at the cost of, the Dholpur State. It will be 19·25 miles long.

Terms of contract—

Nil. When open, the line will be maintained and worked by the Durbar.

Number ^{Main head 29}
Sub-head (a) **DWARA-THERRIA LIGHT RAILWAY (2' 6" gauge)—**

Details of construction—

The line will be 19·50 miles long. Its construction was sanctioned in 1902.

The construction of this line, which was suspended in June 1904 for want of funds, continues at a standstill, the company being unable to raise the funds necessary for its completion.

Terms of contract—

The Dwara-Therria Light railway on completion is to be worked under—

Terms.—Contained in the Notification issued by the Chief Commissioner of Assam under letter No. 44, dated the 14th August 1902.

The general conditions are as follows:—

Government aid.—Guarantee of interest at 4 per cent. per annum for 10 years on a debenture loan of 4 lakhs of rupees, required to complete the Dwara-Maolong section. Land to be provided free of cost.

Currency of contract.—The Secretary of State may, after the Dwara-Maolong section has been opened for twenty-one years and thereafter at intervals of ten years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving two years' previous notice, on paying twenty-five times the average yearly net earnings of the last three years with a minimum of 100 per cent. of the cost price of the light railway.

Rules and fares.—Certain maxima have been fixed. Full control over charges of all kinds for the use of the railway is reserved by the Local Government.

Number ^{Main head 30}
Sub-head (a) **KALKA-SIMLA RAILWAY (2' 6" gauge)—**

Chairman.—Colonel Alexander Jerome Filgate, R.E.

Secretary.—C. E. Rutter, Esq.

Offices.—17, Victoria Street, Westminster, S. W.

The railway was constructed by the Delhi-Umballa-Kalka Railway Company.

On the representations of the Delhi-Umballa-Kalka Railway Company it was decided to purchase the line for £300,000, the Secretary of State waiving all claims of arrears of unpaid interest on the advances made to the company. The purchase of the line by the State was effected from 1st January 1906; but the company continued to work it under the direct orders of the Railway Board up to the 31st December 1906. It was made over to the North Western (State) railway administration with effect from the 1st January 1907.

Details of construction—

The line is 59·44 miles long. Its construction was sanctioned in 1893 and it was opened in 1903.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced only along the Kalka camping ground and through the skirts of the town of Kalka.

Curves.—Most of the curves are compound, the limiting radius being 120 feet.

Gradients.—The ruling gradient is 1 in 33.

Terms of contract—Nil. The line is owned by the State.

Rates and fares.—Certain maxima and minima have been fixed, and, subject to certain special conditions regarding charges for tunnels, rates may be varied within the maxima and minima.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1890	5,53,228	...	...	...	...	...
1900	13,18,465	...	...	...	...	...
1901	34,86,093	...	...	...	...	...
1902	92,81,656	...	...	...	...	...
1903	1,41,32,584	33,052	7,022	...	...	...
1904	1,68,25,512	5,90,403	2,08,240	0·04	7	78·09
1905	1,78,11,644	7,52,460	4,00,513	1·24	191	64·75
1906	1,63,06,436	7,64,322	3,07,125	2·28	243	46·73
				1·88	217	59·62

APPENDIX 38—*contd.**History of Railways constructed and in progress.*

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Number ^{Main head 31} _{Sub-head (a)} **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY (2' 6" gauge)—**

Details of construction—

The line will be 125 miles long, *viz.*, (1) main line (Shahdara to Saharanpur) 95 miles and (2) branch (Baraut to Meerut) 30 miles.

Its construction and working by Messrs. Martin and Company of Calcutta was authorized by an order contained in the Notification of the Government of the United Provinces of Agra and Oudh, ³³⁹/₁₈₇ R., dated the 18th April 1904, and a company, styled the Shahdara (Delhi)-Saharanpur Light Railway Company, was registered on the 28th November 1905 for the purpose of constructing the line.

Only the main line is under construction.

Terms of contract—

The line will be worked under the following agreement:—

Agreement of—11th October 1905 (between the Government of the United Provinces of Agra and Oudh and Messrs. Martin and Company).

The general conditions are as follows:—

Government aid.—Free grant of land for a single 5' 6" gauge line and for all conveniences and works.

Currency of agreement.—The Secretary of State will have the right to terminate the contract 21 years after the date of opening or 23 years after the date of the Government letter sanctioning the construction of the tramway, whichever is earlier, at 25 years' purchase of the annual profits to the Company for the preceding 3 years, subject to a minimum of the capital expended and a maximum of 25 per cent. in excess of that sum. This option, if not exercised at the time mentioned, may be exercised at the end of successive periods of 7 years counting from that date. In the event of its being determined to construct a railway on a different gauge in place of the tramway and if the Government and the Company fail to agree that the alteration shall be made by the Company, then the Government will have the right to acquire the tramway at any time on 12 months' notice at 25 per cent. in excess of the Company's capital expenditure.

Terms of working.—Whenever the net profits of the tramway shall be in excess of 4 per cent. upon the paid up capital of the company, such surplus profits shall, after setting aside such reasonable sum as the directors of the company may deem proper to carry forward, be equally divided between the Government and the company.

Rates and fares.—Certain maxima have been fixed.

Number ^{Main head 32} _{Sub-head (a)} **TARAKESHWAR-MAGRA LIGHT RAILWAY (2' 6" gauge)—**

Details of construction—

The line is 33·27 miles long, *viz.*:—from Magra to Tarakeshwar (31·12 miles) and from Magra to Tribeni (2·15 miles). Its construction was sanctioned in 1891 and the two sections were opened in 1895 and 1904, respectively.

Permanent-way.—The permanent-way of the main line consists of 30-lb. flat-footed steel rails laid for 10 miles on steel transverse sleepers and for the remainder on pyinkado sleepers. The Tribeni extension is laid on sal sleepers.

Ballast.—Sand and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 716·25 feet radius.

Gradients.—The ruling gradient on the main line is 1 in 1,000; there are short gradients of 1 in 500 to 1 in 700 at bridge approaches; from the bridge under the East Indian railway to Magragunj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500.

Terms of contracts—

The Tarakeshwar-Magra Light railway is maintained and worked on the terms contained in Bengal Government Notification No. 1, dated the 4th January 1896, under the following agreements:—

Agreement of—16th October 1890 (between the District Board of Hooghly and the Bengal Provincial Railway Company).

12th March 1904 (between the Secretary of State for India and the Company).

The general conditions are as follows:—

Government aid.—Free grant of land for the Tribeni extension.

Currency of agreement.—In the event of the District Board wishing to purchase the railway at the end of 21 years under the provisions of section 41 of the Bengal Tramways Act, 1883 (Bengal Code), the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

Terms of working.—The line is worked by the owning company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1898	9,44,627	74,074	21,002	2·22	46	71·65
1899	9,02,146	66,168	12,193	1·27	41	81·58
1900	9,01,811	76,594	20,061	2·18	47	72·63
1901	9,72,175	83,150	19,890	2·04	51	70·23
1902	9,76,194	84,272	24,842	2·54	52	70·82
1903	10,15,987	85,540	25,350	2·50	53	70·87
1904	10,44,975	89,735	27,564	2·63	52	69·28
1905	10,46,874	89,698	21,679	2·07	50	74·81
1906	10,73,087	1,00,072	32,762	3·05	58	67·26

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 33} Sub-head (a). **TEZPORE-BALIPARA LIGHT RAILWAY (2' 6" gauge)—**

On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

A tramway constructed at the expense of the Borjuli Tea Company connects the Borjuli Tea Factory with Rangapara station on the Tezporo-Balipara Light railway. The tramway is 2 miles long and is worked by the Tezporo-Balipara Light railway. It is used for passenger and goods traffic.

Details of construction—

The line is 20·10 miles long. Its construction was sanctioned in 1894 and it was opened in 1895.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on mahor sleepers.

Ballast.—The line is unballasted.

Fencing.—The line is fenced only at stations.

Curves.—In the first mile there are two curves with radii of 500 feet.

Gradients.—The ruling gradient between Tezporo and Rangapara is 1 in 125 and between Rangapara and Balipara 1 in 100.

Terms of contract—

The Tezporo-Balipara Light railway is maintained and worked under—

Terms.—contained in the Notification issued by the Chief Commissioner of Assam under letter No. 33, dated the 1st June 1895.

The general conditions are as follows :—

Government aid.—Free use of Government land and a subsidy to the extent of Rs. 5,000, up to the end of March 1909, from the Local Board at Tezporo.

Currency of contract.—The Secretary of State may, after the railway has been opened for fifteen years and thereafter at intervals of seven years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving 12 months' previous notice and on paying the Company the value of the property as a dividend earning investment together with an additional bonus of 20 per cent. over and above such value.

Terms of working.—The line is worked by the owning company.

Rates and fares.—Certain rates and fares have been fixed.

Statistics of working—

TABLE I.							TABLE II.		
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent on capital outlay.	Subsidy from District Board.	Total income.	Per cent. of total income on capital outlay.	Earnings per mile per work.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898 . . .	4,56,927	85,745	20,157	4·41	5,000	25,157	5·51	82	76·49
1899 . . .	4,74,177	95,157	26,156	5·52	5,000	31,156	6·57	91	72·51
1900 . . .	4,87,240	95,981	25,797	5·29	5,000	30,797	6·32	92	73·12
1901 . . .	4,87,240	83,810	16,898	3·47	5,000	21,898	4·49	80	79·34
1902 . . .	4,87,240	85,012	21,651	4·43	5,000	26,651	5·47	81	74·53
1903 . . .	4,87,240	94,742	27,739	5·67	5,000	32,739	6·71	91	70·73
1904 . . .	4,87,240	88,463	17,291	3·54	5,000	22,291	4·57	85	80·43
1905 . . .	4,87,240	1,03,380	27,082	5·55	5,000	32,082	6·58	99	72·80
1906 . . .	4,87,240	1,14,710	34,376	7·07	5,000	39,376	8·20	110	69·51

Number ^{Main head 34} Sub-head (a). **THATON-DUYINZAIK LIGHT RAILWAY (2' 6" gauge)—****Details of construction—**

The line is 7·76 miles long. Its construction was sanctioned in 1883 and it was opened in 1885.

Permanent-way.—The permanent-way consists of 20-lb. flat-footed steel rails on Dick Kerr's patent iron and pyinkado sleepers.

Ballast.—The line is ballasted throughout with sand, stone and laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 207 feet.

Gradients.—The ruling gradient is 1 in 80.

Terms of contracts—

The Thaton-Duyinzaik Light railway is worked under the following :—

Contract of.—10th January 1884 (between the Secretary of State and the late Mr. G. E. L. Dawson of Rangoon) for construction and working.

Agreement of.—6th June 1896 for working the railway and a steam launch service between Moulmein and Duyinzaik.

The general conditions are as follows :—

Government aid.—Land has been provided at a pepper-corn rent, and the proprietors receive Rs. 350 per mensem for the carriage of mails between Moulmein and Thaton, *via* Duyinzaik, including both steamer and railway journeys.

Currency of contract.—The contract is in force for a period of 99 years. After the railway has been open for 80 years, and thereafter at intervals of 10 years, the Secretary of State can terminate the contract and take over the railway upon giving 12 months' notice, and paying the value of the permanent-way, buildings and rolling-stock, together with a bonus of 25 per cent. on the value. Government may also determine the contract if the railway is not worked for six consecutive calendar months, or if the proprietors fail to carry out the agreement.

Terms of working.—The railway is now worked and maintained by the Irrawaddy Flotilla Company, who bought the concern on the 1st December 1900.

Rates and fares.—Certain maxima have been fixed within which the proprietors are permitted to vary the rates.

Statistics of working—Information not available.

APPENDIX 38—contd.

History of railways constructed and in progress.

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Number ^{Main head 35} _{Sub-head (a)} . **DARJEELING-HIMALAYAN RAILWAY (2' 0" gauge)—**

Details of construction—

The line, which is laid for a great part of its length along the cart road, is 51 miles long. Its construction was sanctioned in 1879 and it was opened through in 1881.

Permanent-way.—The section of the line in the plains is laid with 41½-lb. flat-footed steel rails on wooden sleepers. The hill section was laid with 41½-lb. flat-footed steel rails, these are being renewed with a special section steel rail, 41½ lb. to a yard.

Ballast.—For 9 miles from Siliguri the line has been ballasted with gravel or broken stone, except near Siliguri where sand has been used. On the hill section, where necessary, broken stone ballast has been and is being put in.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 60 feet.

Gradients.—The ruling gradient of the greater part of the line is about 1 in 25; from Sukhua to Ghum (summit) and thence to Darjeeling there is a length of about three-fourths of a mile on grades of 1 in 22½ to 1 in 23.

Terms of contract—

The railway is worked under the following contract:—

Contract of—8th April 1879 (between the Secretary of State and the late Mr. Franklin Prestage) for construction, maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—Government undertake to pay the Company such a sum as will make up its gross receipts to two lakhs of rupees annually. Government land and the use of the existing cart road were granted free of cost.

Currency of contract.—If at any period the railway should not be worked for six consecutive months, the Company is to surrender the road and land acquired from Government, receiving any sums due to it for permanent improvements to the road or works connected therewith. After the railway has been opened for 25 years (reckoning from the 4th May 1884) and thereafter at intervals of 10 years, Government have the power, by giving 12 months' previous notice, to terminate the contract and take over the line on payment to the Company of its value as a dividend earning investment, with an additional bonus of 20 per cent. over and above such value.

Power of Company to surrender contract.—Nil.

Terms of working.—After the first five years, and subject to subsequent modifications of clause 10, half the net profits of any year in excess of 5 per cent. on the paid up capital to be applied in repayment to Government of the amount expended on the maintenance of the cart road during the same year or in making good a deficiency in gross receipts. Government are under obligation to uphold and maintain this road at their own expense, subject to their right to be repaid the charges incurred in any year out of one moiety of the surplus profits earned in that year.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. of net earnings on capital outlay.	Subsidy from Local Government.	Total income.	Per cent. of total income on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1880	12,32,894	48,483	34,197	2.77	...	34,197	2.77	82	29.46
1881	18,18,723	2,61,154	1,15,522	6.35	...	1,15,522	6.35	103	55.76
1882	23,56,112	3,66,474	1,21,983	5.17	...	1,21,983	5.17	141	65.72
1883	26,50,799	4,21,944	1,55,725	5.87	...	1,55,725	5.87	162	63.11
1884	27,25,240	4,35,024	1,46,765	5.39	...	1,46,765	5.39	167	66.26
1885	27,27,823	4,31,103	1,63,350	5.99	...	1,63,350	5.99	163	62.11
1886	27,32,136	4,96,476	2,41,559	8.86	...	2,41,559	8.86	188	51.23
1887	27,43,214	4,77,151	2,10,623	7.63	...	2,10,623	7.63	180	55.86
1888	27,71,926	6,14,893	2,83,327	10.22	...	2,83,327	10.22	233	53.92
1889	29,40,423	5,74,294	2,29,117	7.80	...	2,29,117	7.80	217	60.10
1890	29,52,108	5,76,436	2,32,894	7.89	...	2,32,894	7.89	217	59.00
1891	30,50,693	6,13,387	2,58,253	8.44	...	2,58,253	8.44	231	57.61
1892	31,09,079	6,35,778	2,66,647	8.57	...	2,66,647	8.57	240	57.46
1893	31,72,223	6,34,181	2,85,903	8.50	—1,55,418	1,28,485	4.02	239	55.41
1894	31,77,536	6,36,284	2,66,286	8.10	—29,756	2,36,530	7.13	239	58.27
1895	31,99,765	7,39,618	3,59,033	11.25	—61,740	2,98,193	9.38	279	59.92
1896	32,12,732	7,91,594	3,69,607	10.35	—62,087	2,97,590	9.08	294	59.95
1897	33,15,455	7,44,266	3,38,188	10.05	—55,929	2,77,259	8.26	291	55.28
1898	33,65,968	7,54,580	3,41,109	10.13	—40,432	2,81,677	8.37	285	54.79
1899	35,05,460	7,14,985	2,49,770	7.12	—34,933	2,14,837	6.13	270	65.07
1900	34,99,467	8,09,158	3,61,840	10.34	—64,268	2,97,572	8.50	305	55.28
1901	34,78,411	7,87,941	3,13,861	9.02	—49,971	2,63,890	7.58	297	60.17
1902	34,96,707	8,50,280	3,78,005	10.18	—67,704	3,10,301	8.88	321	54.66
1903	36,18,058	9,61,063	4,16,762	11.51	—79,226	3,37,536	9.79	363	56.65
1904	37,36,486	10,45,187	4,75,327	12.71	—97,200	3,78,027	10.11	394	53.46
1905	37,51,568	9,72,644	4,09,514	10.91	—77,621	3,31,893	8.47	367	57.70
1906	37,43,284	9,50,351	4,02,843	10.76	—75,126	3,27,717	8.75	370	53.91

APPENDIX 38—contd.

History of railways constructed and in progress.

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Number ^{Main head 36} _{Sub-head (a)} **HOWRAH-AMTA LIGHT RAILWAY (2' 0" gauge)—**

Running Powers—*Foreign line over Home line:—*

Howrah-Sheakhala light railway, Telkul Ghat to Kadamtala, (for passenger and goods trains) 2·00 miles.

Details of construction—

There are 37·19 miles of open line, *viz.*, main line (Telkul Ghat to Amta), 27·19 miles, and branch (Bargachia to Autpur), 10 miles. In addition to these 12·50 miles were sanctioned for construction in 1902, but the commencement of work has not yet been authorized. The construction of the main line was sanctioned in 1895 and it was opened in 1898.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, on cross sleepers of pyinkado.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve, sanctioned specially for the town of Howrah, has a radius of 14½ feet.

Gradients.—The line is practically level throughout.

Terms of contracts—

The Howrah-Amta Light railway is worked on the terms contained in the Bengal Government Notifications No. 111, dated the 26th March 1895, and No. 75-R., dated the 7th April 1902, under the following agreements:—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

3rd May 1897 (between the District Board of Howrah and the Bengal District Road Tramways Company, Howrah-Amta).

16th August 1901 (between the District Board of Howrah and the Howrah-Amta Light Railway Company).

The general conditions are as follows:—

Aid by the District Board.—As subsidy for payment of interest, the District Board has guaranteed a sum sufficient to make the net earnings equivalent to Rs. 1,100 per annum per mile constructed and opened, limited to a maximum annual payment of Rs. 28,000. The free use of a width of 6 feet along one side of the district road, granted to the Company for the purpose of laying the line, a clear width of 1½ feet being left for vehicular traffic.

Currency of agreement.—The District Board has the power of determining the agreements after 21 years. In the event of the District Board exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act 3 of 1893 (Bengal Code), the value to be placed upon the railway is to be calculated by adding to the value of the whole undertaking, with all its equipments, as a dividend earning investment, a bonus of 20 per cent. over and above such value.

Terms of working.—Whenever the net earnings of the Company in respect of the railway are in excess of 4 per cent. upon the capital for the time being of the Company, surplus profits are divided between the Company and the District Board in equal proportions.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent of net earnings on capital outlay.	Subsidy from District Board.	Total income.	Per cent. of total income on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898 . . .	11,24,713	1,89,519	78,910	7·02	—15,062	63,848	5·08	152	58·86
1899 . . .	11,41,307	2,50,763	1,12,794	9·89	—27,835	84,959	7·44	168	55·02
1900 . . .	11,88,283	2,56,418	1,23,104	10·36	—30,244	92,860	7·81	172	51·99
1901 . . .	11,96,697	2,60,530	1,14,092	9·53	—26,146	87,936	7·35	175	56·21
1902 . . .	12,66,532	2,65,497	1,33,120	10·49	—29,703	13,417	8·15	178	49·86
1903 . . .	12,68,853	2,77,451	1,37,833	10·69	—31,883	1,05,950	8·22	186	50·32
1904 . . .	15,91,321	2,97,062	1,54,908	9·74	—35,416	1,19,582	7·51	170	7·82
1905 . . .	16,07,464	3,28,723	1,77,404	11·04	—38,862	1,38,602	8·62	170	46·01
1906 . . .	17,90,006	3,51,462	1,77,870	9·98	—38,681	1,38,689	7·76	182	49·45

APPENDIX 38—*contd.**History of railways constructed and in progress.*

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Number ^{Main head 37} _{Sub-head (a)} **HOWRAH-SHEAKHALA LIGHT RAILWAY (2' 0" gauge)—**

Running powers—*Home line over Foreign line :—*

Telkul Ghat to Kadamtala, Howrah-Amta Light railway, (for passenger and goods trains) miles 2·00.

Details of construction—

The line is 19·75 miles long, *viz.*, main line (Kadamtala to Sheekhala), 17·38 miles, and Chanditala-Janai branch 2·37 miles. The construction of the main line was sanctioned in 1895 and it was opened in 1897.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, laid on cross sleepers of pyinkado.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 144 feet radius at Howrah town.

Gradients.—The line is practically level throughout.

Terms of contracts—

The Howrah-Sheekhala Light railway is worked on the terms contained in the Bengal Government Notification No. 112, dated the 26th March 1895, under the following agreements :—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

16th July 1889 (between the District Board of Hooghly and the Bengal District Road Tramways Company).

The general conditions are as follows :—

Aid by the District Board.—The District Board of Hooghly have guaranteed to make up the net earnings to Rs. 950 per mile constructed and opened per annum. The free use of a width of 6 feet along one side of the district road, has been granted to the company for the purpose of laying the line, provided that there shall nowhere be a less width of metalled road clear of the inner rail of the line than 16 feet.

Currency of agreement.—The agreement is current for a period of 21 years. In the event of the District Boards exercising, in conjunction with the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act III of 1883 (Bengal Code), the price to be placed upon the tramway is to be calculated by adding to the value of the whole tramway with all its equipment as then constituted a bonus of 15 per cent. over and above such value.

Terms of working.—Whenever the net earnings of the company are in excess of 1 per cent. upon the capital of the company actually paid up and expended for the time being, surplus profits are divided between the company and the District Board of Hooghly in the proportion of two-thirds to the Company and one-third to the District Board.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. of net earnings on capital outlay.	Subsidy from District Board.	Total income.	Per cent. of total income on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898	6,09,398	76,166	16,768	2·75	4,267	21,035	3·45	70	72·12
1899	6,09,434	73,396	21,453	3·52	—250	21,203	3·48	65	70·77
1900	6,09,440	76,019	26,924	4·40	—999	25,925	4·24	74	64·71
1901	6,09,446	75,579	23,165	3·80	1,108	24,273	3·98	77	70·52
1902	6,09,565	82,019	31,799	5·20	—550	31,189	5·12	80	61·38
1903	6,14,715	87,040	34,950	5·68	—668	34,282	5·57	85	59·85
1904	6,14,715	86,261	39,055	6·35	—2,747	36,308	5·91	84	54·72
1905	6,13,008	88,266	38,128	6·21	—2,419	35,709	5·82	86	56·80
1906	6,14,396	90,595	37,047	6·02	—2,548	34,499	5·62	88	59·11

APPENDIX 38—concl'd.

History of railways constructed and in progress.

[For Index see page 112.]

Number ^{Main head 38} _{Sub-head (a)} . JORHAT (STATE) RAILWAY (2' 0" gauge)—

The line was constructed out of Provincial revenues by the Government of Assam for the convenience of the numerous tea gardens in the neighbourhood of Jorhat.

Details of construction—

The line is 31.75 miles long, viz., main line (Borghp to Titabar), 24.75 miles, and Mariani branch, 7 miles. Construction was sanctioned in 1883; the main line was opened in 1887 and the branch in 1885.

Permanent-way.—Excepting 2.51 miles of the line between Jorhat and Gosaigaon, which is laid with steel rails 30-lb. to the yard, the rest of the line, including the section from Gosaigaon to Borghp, is laid with steel rails, 15-lb. to the yard.

Ballast.—The line is unballasted.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 480 feet radius.

Gradients.—Four miles on a gradient of 1 in 800.

Terms of contract—

The line is owned and worked by the State.

Statistics of working—

Calendar year.	TABLE I.						TABLE II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per work.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1884	4,38,333	1,161	—463	...	17,533	—18,016	40	141.60
1885	5,14,641	31,818	—7,435	...	19,395	—26,850	25	123.14
1886	5,84,608	38,271	—13,887	...	22,026	—35,913	28	136.28
1887	6,79,372	49,199	—13,772	...	26,668	—40,310	32	127.99
1888	7,10,376	55,477	75	...	27,607	—27,732	38	96.86
1889	7,33,649	59,685	—3,543	...	29,057	—32,600	42	105.94
1890	7,42,351	61,937	6,162	0.85	29,448	—23,286	44	90.06
1891	7,51,421	64,568	1,453	0.20	30,026	—28,543	47	97.70
1892	7,54,791	66,079	11,789	1.56	30,107	—18,318	48	82.16
1893	7,99,680	69,910	14,436	1.81	32,013	—17,577	52	79.32
1894	8,18,184	71,933	11,501	1.37	32,587	—21,386	52	84.43
1895	8,28,469	84,636	18,720	2.26	32,919	—14,109	61	77.91
1896	8,65,300	89,996	13,745	1.59	33,502	—19,817	65	84.73
1897	9,02,416	96,186	14,124	1.57	36,102	—21,978	69	85.83
1898	9,09,415	95,958	20,135	2.21	36,179	—16,044	70	79.02
1899	9,31,026	96,488	—5,946	...	37,228	—43,174	72	106.16
1900	9,08,643	86,695	—15,664	...	36,341	—52,005	63	118.05
1901	9,01,038	83,184	—4,169	...	36,248	—40,417	56	105.01
1902	8,95,693	86,641	—3,655	...	36,237	—39,892	57	104.72
1903	9,03,343	90,710	13,594	1.51	36,408	—22,814	59	85.01
1904	9,03,781	74,393	—8,840	...	36,260	—40,109	47	105.17
1905	9,08,441	78,600	2,458	0.27	36,480	—34,022	50	96.87
1906	9,09,185	92,540	12,995	1.43	37,419	—24,424	59	85.95

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
A			
Abasana-Suigam branch (Bombay)	.....	.....	.....
Aden railway (Bombay) ...	.....	(i) Aden and Nohat Dakim via Lahej.	Not surveyed ...
		<i>Alternative</i>	
		(ii) Aden and Sheikh Othman and D'hala.	Ditto ...
Agra-Bharatpur railway (United Provinces and Rajputana) (<i>New project</i>).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Agra and Bharatpur ...	Survey sanctioned ...
Agra-Hathras railway (United Provinces).	Do.	Agra and Hathras ...	Surveyed ..
Allahabad-Benares railway (United Provinces).	Bengal and North-Western railway.	Allahabad and Benares ...	Ditto ...
		Mirzapur Branch ...	Ditto ...
Ammayanayakkanur-Uttamapalayam railway (Madras).	South Indian railway ...	Ammayanayakkanur and Uttamapalayam.	Surveyed ...
Amraoti-Ellichpur light railway (Central Provinces).	Great Indian Peninsula railway.	Amraoti and Ellichpur ...	Surveyed ...
Amraoti-Sonnair railway (Central Provinces) (<i>New project</i>).	Ditto	Amraoti & Sonnair via Mersi	Under survey ...
Arakan Coast extensions (Burma)	.....	.....	.....
Arsikere-Mangalore railway (Mysore and Madras).	Southern Mahratta railway	Arsikere and Mangalore ...	Surveyed ...
Assam-Burma connection railway (Eastern Bengal and Assam, and Burma).	Assam-Bengal railway.	(i) Chittagong-Akyab-Minhla (Aeng pass route).	Surveyed ...
		<i>Alternatives</i>	
		(ii) Imding-Maripur-Tam mu-Yuwo-Kyathin (Manipur route).	Do. ...
		(iii) Makum to Mogaung (Hukong Valley route).	Do. ...
		(iv) Chittagong Zadabin-Prome.	
		Prome to Zadabin ...	Do. ...
		Taungup branch ...	Do. ...
		Zadabin to Zibingyi ...	Reconnoitred ...
Auriya-Rura railway (United Provinces) (<i>New project</i>).	East Indian railway ...	Auriya and some point between Cawnpore and Phaphund (say Rura).	Survey sanctioned ...
Azamgarh-Goshainganj United Provinces.	Bengal and North-Western railway.	Azamgarh and Goshainganj ...	Under survey ...
B			
Bachhwara-Rowsara branch (Bengal).	Bengal and North-Western railway (Tirhoot section).	Bachhwara and Rowsara ...	Not surveyed ...
Badin-Jungshahi extension (Bombay).	.....	.....	.....
Bagalkot-Hungund branch (Bombay)	Southern-Mahratta railway.	Bagalkot and Hungund ...	Surveyed ...

DIX 38-A.

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	REMARKS.
	Miles.	Rs.	
...	...	...	See "Deesa-Tharad railway."
2' 6"	40	...	The consideration of the question of railway construction at Aden has been deferred.
...	
5' 6"	33	...	This line has been proposed with a view to making Agra one of the termini of the Nagda-Muttra railway, which is now under construction.
3' 3½"	30	...	The survey has been completed but the results have not yet been received by the Railway Board.
3' 3½"	91.7	49,48,539	The chief object of this project is to place the metre gauge lines of the Doabs in direct and unbroken communication with the capital of the United Provinces.
3' 3½"	10.3	5,20,000	The line has been brought under construction since the close of the year.
3' 3½"	61.46	...	This line has been proposed by the District Board of Madura who are levying a special cess for promoting railway construction in the district. It was originally intended that the line should start from Dindigul, but at the suggestion of the Agent, South Indian railway, Ammayanayakkarur has been adopted as the point of junction with that line. The survey has been completed and the results are awaited.
2' 6"	30.64	7,92,953	
5' 6"	100	...	
...	...	...	See "Promo-Taungup" and "Zadabin-Zibingyi" under "Assam-Burma connection railway."
2' 6"	135.71	85,43,784	The line is intended to afford connection between the coffee estates on and near the top of the Mysore plateau with Mangalore port. The Arsikere-Hassan section (27.81 miles) is estimated for a metre gauge substructure, owing to the probability of its eventually forming part of the Mysore-Arsikere chord.
3' 3½"	450	7,00,00,000	The results of the surveys of the first three routes were forwarded to the Secretary of State for India in 1896, when the Government of India recorded the opinion that they were unable to support the immediate construction of any of the projected lines: as there was no prospect of any of them being commercially successful, and that, while the Military authorities preferred the Manipur route, the connection was of no urgency from either a political or military standpoint.
3' 3½"	385	6,50,00,000	The fourth and most southerly of these routes includes branches to Taungup and Akyab and was proposed in 1905 by the Government of Burma, who carried out from Provincial funds the survey from Promo to Zadabin and Taungup and the reconnaissance from Zadabin to Zibingyi, and urged the carrying out from Imperial funds of a detailed survey of the Zadabin-Chittagong section, including the Akyab branch. The proposal is under consideration. [See also "Buthidaung-Maungdaw railway".]
3' 3½"	284	3,83,00,000	
3' 3½"	109½	2,48,89,800	
3' 3½"	4	2,72,500	
3' 3½"	170	1,87,00,000	
Not stated, probably 5' 6".	19	...	
3' 3½"	59	...	
3' 3½"	14	5,50,000	
...	...	...	See "Lower Sind branches."
3' 3½"	31	24,41,757	This line will form a feeder to the Bijapur branch of the Southern Mahratta railway.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
<i>B—contd.</i>			
Bahadarpur (Garda)-Songhir extension (Bombay).	Bombay, Baroda and Central India railway (Gaekwar's Dabhoi).	Bahadarpur and Songhir ...	Surveyed ...
Balamau-Sitapur railway (United Provinces).	Oudh and Rohilkhand railway.	Balamau and Sitapur ...	Surveyed ...
Bangalore (Taragupet)-Chikballapur light railway (Mysore).	Southern Mahratta railway.	Bangalore and Chikballapur ...	Surveyed ...
Bankura (or Bishenpur)-Calcutta chord railway (Bengal).	Bengal-Nagpur railway	Bishenpur <i>via</i> Bhandarhati, and Hooghly or Howrah or that neighbourhood.	Surveyed ...
Bansdih road-Maneerghat branch (United Provinces).	Bengal and North-Western railway.	Bansdih road and Maneerghat.	Under survey ...
Baran-Marwar railway (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Baran and Marwar with extensions— (i) Jhazpur to Nasirabad ... (ii) Jhazpur to Paondero ...	Surveyed ... Do. ... Do. ...
Baran-Nasirabad railway (Rajputana).	.....	.....	.....
Baroda-Savli railway (Bombay) ...	Bombay, Baroda and Central India railway (Gaekwar's Dabhoi).	Baroda and Savli ...	Surveyed ...
Barwaha-Bodeli light railway (Central India).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Barwaha to Bodeli ... <i>Alternative.</i> Barwaha to Nandod... Baura and Konaghat ...	Reconnoitred ... Ditto ... See "Remarks" ..
Baura-Matabhangah-Konaghat extension (Eastern Bengal and Assam).	Bengal Dooars railway	Baura and Konaghat	
Bausi-Baidyanath railway (Bengal)	East Indian railway ...	(i) Bausi to Baidyanath ... <i>Alternative.</i> (ii) Bausi to Adjai ...	Surveyed ... Do. ...
Belapur (or Lakh)-Sangamner branch (Bombay).	Great Indian Peninsula railway.	Lakh and Sangamner ...	Reconnoitred ...
Bellarpur-Warangal railway (Central Provinces and Hyderabad, Nizam's).	.....	.....	.....
Belo-Shahbunder light railway (Bombay).	.....	.....	.....
Berhampur-Gopalpur light railway (Madras).	.....	.....	.....
Berhampur-Russelkonda light railway (Madras).	.....	.....	.....
Bezwa-Jaggiapett branch (Madras).	Madras railway ...	Bezwa and Jaggiapett ...	Not surveyed ...
Bhagalpur-Nalhati (or Ahmadpur) railway (Bengal).	East Indian railway ...	Bhagalpur and Nalhati or Ahmadpur.	Do. ...

DIX 38-A—continued.

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	REMARKS.																				
	Miles.	Rs.																					
2' 6"	8 (Bahadarpur to Heran river).	5,84,000	The line will be constructed by the Baroda Durbar in whose territory it will entirely lie.																				
5' 6"	37'12	19,45,446	The Secretary of State has approved of the construction of this line as part of the Oudh and Rohilkhand railway.																				
2' 6"	38'99	7,19,765	No application has yet been made to the Railway Board for the construction of this line.																				
5' 6"	See "Remarks."		The length and estimated cost are as follows:— <table> <tr> <td></td><td>Miles.</td><td></td><td>Rs.</td></tr> <tr> <td>Bishenpur to Hooghly</td><td>71'44</td><td>{ Double line</td><td>1,32,55,476</td></tr> <tr> <td></td><td></td><td>{ Single "</td><td>91,02,355</td></tr> <tr> <td>" " Howrah</td><td>81'00</td><td>{ Double "</td><td>1,47,11,125</td></tr> <tr> <td></td><td></td><td>{ Single "</td><td>1,00,74,837</td></tr> </table> <p>To the above has to be added the cost of a bridge over the Hooghly and approaches (double line), estimated at Rs. 72,57,856 for 5'92 miles if constructed at Cossipore, or Rs. 54,46,956 for 5'19 miles, if constructed at Panihati.</p>		Miles.		Rs.	Bishenpur to Hooghly	71'44	{ Double line	1,32,55,476			{ Single "	91,02,355	" " Howrah	81'00	{ Double "	1,47,11,125			{ Single "	1,00,74,837
	Miles.		Rs.																				
Bishenpur to Hooghly	71'44	{ Double line	1,32,55,476																				
		{ Single "	91,02,355																				
" " Howrah	81'00	{ Double "	1,47,11,125																				
		{ Single "	1,00,74,837																				
3' 3½"	13	The line has been proposed by the Bengal and North-Western railway as a feeder to their main line.																				
3' 3½"	213'39	1,36,66,806	Two lines were surveyed in 1898-99, viz., Baran to Naeirabad and Baran to Marwar, the length and cost of the former being 153'29 miles and Rs. 96,11,662, respectively.																				
3' 3½"	60	Not given separately.	The Baran-Kotah section of this line is under construction.																				
3' 3½"	70'85	31,62,877																					
...	See "Baran-Marwar railway."																				
2' 6"	32	...	The results of survey have not yet been submitted.																				
2' 6"	163½	54,28,691	The alternative to Nanded includes a bridge over the Nerbudda, which partly accounts for the higher cost.																				
2' 6"	193½	72,49,284																					
3' 3½"	20	...	The survey of this line by the agency of the Bengal Dooars railway was sanctioned by the Government of India in 1900, but the results have not yet been received.																				
5' 6"	44'43	32,35,066																					
5' 6"	44'94	32,96,899																					
5' 6"	32'86	...	An alternative alignment, four miles shorter, from Belapur <i>via</i> Bablishwar, was also examined but the estimates of cost have not been submitted.																				
...	See "North and South railway."																				
...	See "Light railways in Sind."																				
...	See "Ganjam District Light railways."																				
...	Ditto.																				
5' 6"	54	43,50,000																					
5' 6"	This line will probably be constructed by the East Indian Railway Company.																				

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
B—concl'd.			
Bhamo-Momein (Tengyueh) railway (Burma).	Burma railways across a ferry between Bhamo and Katha.	Bhamo and Momein ...	Reconnoitred ...
Bhatni-Bettiah extension (Bengal)	Bengal and North-Western railway.	Bhatni and Bettiah ...	Partly surveyed ...
Bhojudih-Daltonganj railway (Bengal).	Bengal-Nagpur railway	Bhojudih and Daltonganj ...	Surveyed ...
Bilaspur-Mungeli-Mandla railway (Central Provinces).	Bengal-Nagpur railway	Bilaspur and Mandla ...	Under survey ...
Bir-Bhopal railway (Central India and Central Provinces). (New project.)	Great Indian Peninsula railway.	Bir and Bhopal ...	Being reconnoitred ...
Bishenpur (or Bankura)-Calcutta railway.	.....	.....	.....
Bombay-Sind connection railway (Cutch, Sind and Bombay).	Bombay, Baroda and Central India railway.	Viramgam and Badin— (i) Northern route (ii) Cutch route ...	Reconnoitred ... Do. ...
Bombay-Southern Mahratta railway (Bombay).	Southern Mahratta railway.	Karad Road and Hogg Island and Vingorla.	Not surveyed ...
Borawar (or Degana)-Hissar railway (Rajputana and Punjab).	Jodhpur-Bikaner railway	Borawar (or Degana) and Hissar	Under survey ...
Borjan-Suntak tramway (Eastern Bengal and Assam).	Assam-Bengal railway ...	Borjan and Suntak ...	Not surveyed ...
Broach-Jambusar-Masor Road railway (Bombay).	Bombay, Baroda and Central India railway.	Broach and Masor Road ...	Not surveyed ...
Burdwan-Kutwa railway (Bengal)	East Indian railway ...	Burdwan and Kutwa ...	Surveyed ...
Buthidaung-Maungdaw railway (Burma).	.....	Buthidaung and Maungdaw ...	Surveyed for a 2' 0" tramway.
C.			
CACHAR DISTRICT TRAMWAYS—			
Sealtick—Lala Bazar (Eastern Bengal and Assam).	Assam-Bengal railway	Sealtick and Lala Bazar ...	Reconnoitred by the promoters.
Silchar—Duarbund (Eastern Bengal and Assam).		Silchar and Duarbund ...	Ditto ...
Silchar—Tikalpur (Eastern Bengal and Assam).		Silchar and Tikalpur ...	Ditto ...
Calcutta Central railway (Bengal)	East Indian railway	Howrah and Sealdah ...	Not surveyed ...
Captainganj-Padrauna branch (United Provinces).	Bengal and North-Western railway.	Captainganj and Padrauna ...	Not surveyed ...

DIX 38-A—continued.

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	REMARKS.
	Miles.	Rs.	
2' 6"	124	1,14,42,000	A detailed survey has been sanctioned and is in progress.
3' 3½"	50	...	The survey was carried out in 1903 up to the east bank of the Gandak river, about 42 miles, and was then abandoned by the Bengal and North-Western railway.
5' 6"	171	1,68,00,000	
2' 6"	170	...	This line will shorten the distance between Nainpur, the centre of the Satpura system, and Calcutta by about 56 miles.
5' 6"	110	...	This line has been proposed as an alternative to the doubling of the section from Itarsi to Bhopal.
...	...	...	See "Bankura (or Bishenpur)-Calcutta railway."
5' 6"	269	2,12,73,000	These routes were reconnoitred during 1906. Both start from Viramganj and terminate at Badin. The northern route passes through Radhanpur, Sugam, Nagar Parker and Rohim-ki-Bazar, while the southern route, which traverses the territory of His Highness the Rao of Cutch, goes <i>via</i> Malia, Anjar, Bhuj and Lakhpat.
5' 6"	304	2,36,14,250	
3' 3½"	202	1,58,09,000	
3' 3½"	180	33,07,790	This line has been proposed by the Jodhpur and Bikaner Durbars for construction and working as part of the Jodhpur-Bikaner railway. It will be about 200 miles in length if Degana be taken as the initial point. It will probably supersede the Kuchaman-Sirsa chord railway.
{ 6 miles 3' 3½"	8	...	
{ 2 " 2'			
2' 6"	31	...	The Baroda Durbar offered to construct the line in 1903, but have since abandoned it.
5' 6"	34	26,49,418	This line will probably be constructed by the East Indian railway as part of their undertaking when funds are available.
3' 3½"	17.25	...	The Arakan Company, Limited, are negotiating with the Government of Burma for the construction of this line, with the possibility of its ultimate absorption in the Prone-Zadabin-Chittagong scheme. [See "Assam-Burma railway connection".] This proposal is under consideration. The original proposal by the Company was for a 2' 0" tramway (for which alone a survey has been made) at an estimated cost of Rs. 9,49,858. It has since been dropped.
			The Railway Board have approved of a survey being carried out on the 3' 3½" gauge at the expense of Government.
2' 6"	24	14,75,405	These lines were proposed in the interests of the tea industry and as feeders to the Assam-Bengal railway. The proposals fell through owing to the inability of the Local Administration to guarantee interest on capital at 3 per cent. per annum which the promoters had asked for.
2' 6"	22		
2' 6"	14		
5' 6"	...	£1,500,000	The scheme comprised a permanent road and railway bridge over the Hooghly at the site of the existing floating bridge, a central passenger station at Calcutta and an elevated junction railway to unite the East Indian and Eastern Bengal State railways and the Kidderpore docks. The estimated cost represents the total capital proposed to be raised, the figure being increased to £2,750,000 if a broad avenue to afford access to the Central station from Howrah be included in the scheme. In view of the objections of the Special Committee appointed to report on the scheme, the opinions expressed by the Government of Bengal and the fact that the project did not receive the support of those most interested in its execution, the offer made in 1898 by a Syndicate to form a company to undertake the work was not accepted.
3' 3½"	18	...	

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
<i>C—concl'd.</i>			
Cawnpore-Banda railway (United Provinces) (<i>New project</i>).	Great Indian Peninsula railway.	Cawnpore to Banda <i>via</i> Hamirpur and Maudha, with a branch from Maudha to Harpalpur <i>via</i> Rath.	Under survey ...
Cawnpore-Hamirpur railway (United Provinces).	East Indian railway ...	Cawnpore to the river Jumna opposite Hamirpur.	Not surveyed ...
Cawnpore-Rae Bareilly-Fyzabad railway (United Provinces).	Great Indian Peninsula railway.	Cawnpore and Fyzabad ...	Partly surveyed ...
Changa Manga-Chunian-Pakpatan branch (Punjab).	North Western railway	Changa Manga and Pakpatan ...	Not surveyed ...
Chansama-Harij railway extension to Kathi (Bombay) (<i>New project</i>).	Bombay, Baroda and Central India railway (Gackwar's Mehsana)	Harij and Kathi ...	Not stated ...
Chicacole Road—Calingapatam light railway (Madras).	...	...	...
Chicacole Road-Gunipur light railway (Madras).			
Chicacole Road—Parvatipur light railway (Madras).			
Chhor-Tatta railway (Bombay) ...	...	...	...
Chupra-Mashrak railway (Bengal)	Bengal and North-Western railway.	Chupra and Mashrak ...	Under survey ...
Cuddalore-Vriddhachalam railway (Madras).	South Indian railway ...	Cuddalore and Vriddhachalam...	Surveyed ...
<i>D.</i>			
Dacca-Aircha extension (Eastern Bengal and Assam).	...	...	...
Dacca-Mymensingh railway extensions (Eastern Bengal and Assam)	Dacca section, Eastern Bengal State railway.	(i) Dacca to Aircha .. <i>Alternative.</i> Tangi, <i>via</i> Darsora, to Aircha. (ii) Mymensingh, <i>via</i> Netrokona to Bara Ari, with a branch from Shambhuganj to Gauripur.	Surveyed ... Do. ... Do. ...
Dalla-Dedaye railway (Burma) ...	Burma railways ...	(iii) Singhjani, <i>via</i> Sherpur, to Nalitabari.	Do. ...
		(iv) Netrokona to Langar Bazar	Do. ...
		Dalla to a point opposite Dedaye With a branch to Twante ...	Reconnoitred ... Do. ...
Damoh-Atarra light railway (Central Provinces and Central India).	Great Indian Peninsula railway.	Damoh and Atarra ...	Do. ...
Darbhanga-Khagaria chord (Bengal).	Bengal and North-Western railway. (Firhoot section.)	Darbhanga and Khagaria ...	Under survey ...
Darrang District tramway (Eastern Bengal and Assam).	.....	.....	.....

DIX 38-A—continued.

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	REMARKS.
	Miles.	Rs.	
5' 6"	147	...	This will include the Cawnpore-Hamirpur railway project.
...	35½	...	The line is assumed to cost Rs. 15,000 per mile on the 2' 6" gauge. Proposals were received in 1904 for its construction as a steam tramway on the 2' gauge. The District Board of Cawnpore agreed to guarantee interest on working capital at 4 per cent. on condition of receiving a moiety of surplus profits. In 1905 the promoters intimated that they did not desire to proceed with the scheme. The Cawnpore-Banda railway will include this line.
5' 6"	140	1,12,00,000	This line was proposed by the late Indian Midland Railway Company in 1899. The Cawnpore-Rae Bareilly section, 58 miles, has been surveyed by the Oudh and Rohilkund railway, and the results are awaited.
5' 6"	70	56,00,000	This branch was selected by the Committee, appointed by the Punjab Government in 1896 to report upon railway feeders, as the most suitable out of many projects put forward for serving the rich irrigated tract on the right bank of the Sutlej. The major portion of this line will be merged in the Patti-Lodhran railway, which is at present under survey.
3' 3½"	7½	...	This line will probably be constructed by the Baroda Durbar in whose territory it will entirely lie.
...	...	...	See under "Ganjam District light railways."
...	...	...	See under "Light railways in Sind."
3' 3½"	21	...	
3' 3½"	34	...	The results of survey have not yet been received by the Railway Board.
...	...	...	See under "Dacca-Mymensingh railway extensions."
3' 3½"	45	76,71,060	
3' 3½"	45	75,72,105	
3' 3½"	36.5	27,26,812	Includes the cost of a bridge over the Brahmaputra. If a ferry, instead of a bridge, be provided, the cost would be Rs. 20,92,797. Proposals were received in 1904, from a Syndicate, for the construction of the Mymensingh-Netrokona railway on the metre gauge and of the Singhjani-Sherpur-Nalitabari line on the 2' 6" gauge. The promoters were informed in the same year of the terms on which a concession could be granted.
3' 3½"	25	12,38,886	For a well equipped line, with ferry. For a cheap line with, and without, ferry the cost is estimated at Rs. 9,21,250 and Rs. 8,40,350, respectively.
3' 3½"	50.5	...	The results of survey are awaited.
3' 3½"	34½	16,85,814	The line was proposed to serve the delta of Lower Burma. It would have to contend against keen river competition and, therefore, its prospects are not promising.
3' 3½"	14½	7,11,472	
2' 6"	151	27,18,000	This line was put forward by the late Indian Midland Railway Company in 1899 as a feeder to their railway system.
3' 3½"	59	...	
...	...	...	See "Mangaldai tramway."

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
D.—concl'd.			
Deesa-Tharad railway (Bombay)...	Bombay, Baroda and Central India railway (Palarnpur-Deesa).	Deesa to Tharad with branches— (i) Diodar to Radhanpur. (ii) Abasana to Suigam ...	} Surveyed ... Do. ...
Degana (or Borawar)-Hissar railway (Rajputana and Punjab).	...	.....	.....
Dehra-Mussooree-Landour railway (United Provinces).	Oudh and Rohilkund railway. (Hardwar-Dehra.)	Dehra to Mussooree ... Mussooree to Landour ...	Surveyed ... Not surveyed ...
Dehra Ghazi Khan-Sakhi Sarwar branch (Punjab).	North Western railway...	Dehra Ghazi Khan and Sakhi Sarwar.	Do. ...
Dhak branch (Punjab) (<i>New project</i>).	Ditto ...	Dhak to the foot of the hills near Katha.	Under survey ...
Dharmapuri-Bangalore railway (Madras and Mysore).	Madras railway ...	Dharmapuri <i>via</i> Palakodu to Bangalore with a branch from Palakodu to Krishnagiri.	Surveyed ...
Dholka-Dhandhuka-Ranpur extension (Bombay).	Bombay, Baroda and Central India railway (Ahmedabad-Dholka).	Dholka to Dhandhuka <i>via</i> Fedra <i>Alternative.</i> Dholka to Dhandhuka <i>via</i> Gamph Dhandhuka to Ranpur ...	Do. ... Do. ... Reconnotted ...
Dhulia-Amalner branch (Bombay).	Great Indian Peninsula railway.	Dhulia and Amalner ...	Surveyed ...
Dindigul-Palghat railway (Madras)	South Indian railway ...	Dindigul to Palni ... Palni to Palghat <i>via</i> Pollachi and Kollengode.	Do. ... Do. ...
Dindigul-Uttamapalayam railway (Madras).	.....	.....	.....
Diodar-Radhanpur branch (Bombay).	...	.....	.....
Dodbele-Kolar gold-fields railway (Mysore) (<i>New project</i>).	Southern Mahratta railway (Mysore section).	Dodbele to the Kolar gold-fields...	Not surveyed ...
Dudhwa branch extension to Ramnagar ghat (United Provinces).	Rohilkund and Kumaon railway.	Sonaripur and Ramnagar ghat ...	Surveyed ...
Dusi-Salur light railway (Madras)	Bengal-Nagpur railway	Dusi to Salur <i>via</i> Bobbili with a branch from Paddapenki to Parvatipur.	Not surveyed ...
F			
Fatehpur-Markundi chord (United Provinces).	East Indian railway ...	Fatehpur to Markundi ... <i>Alternatives.</i> (i) Fatehpur to Karwi ... (ii) Khaga to Manikpur ...	Surveyed ... Do. ... Do. ...
G.			
Gadag-Yalvigi railway (Bombay)	Southern Mahratta railway.	Gadag to Yalvigi with gold mine branches— (1) Gadag to Kabulayatkatti ... (2) Nabapur on (1) to Sangli ... (3) Beldahadi on (1) to Hosur ...	Surveyed ... Do. ... Do. ... Do. ...
Gajroula-Chandpur railway (United Provinces).	Oudh and Rohilkund railway.	Gajroula and Chandpur ...	Do. ...

DIX 38-A.—continued.

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	REMARKS.
	Miles.	Rs	
3' 3½"	84.84	22,71,957	This line will be an extension of the existing Palampur-Deesa railway.
3' 3½"	16	...	The results of survey have not yet been received.
...	...	...	See "Borawar (or Degana)-Hissar railway."
2' 6"	27	3,52,895	An alternative to the Dehra-Mussoore project would be to extend the Hardwar-Dehra railway on the 5' 6" gauge to Rajpur or some place at the foot of the hills and to connect Mussoore by a rope incline.
...	
5' 6"	35	35,00,000	
5' 6"	10	...	This line has been proposed chiefly in the interests of coal trade.
2' 6"	92	...	The surveys have been completed and the results of survey are awaited.
3' 3½"	38.64	...	The surveys have been completed and the results are awaited.
3' 3½"	44.50	...	
3' 3½"	16½	4,62,000	
5' 6"	20	20,00,000	
3' 3½"	35.21	33,52,000	
5' 6"	35.21	44,47,000	The South Indian railway has been authorized to prepare an estimate for this line on the 3' 3½" gauge.
5' 6"	77.68	99,02,257	
...	...	...	See "Remarks" against "Ammayanayakkanur-Uttamapalaiyam railway."
...	...	...	See "Deesa-Tharad railway," of which this line is proposed to form a branch.
3' 3½"	80	...	This line has been urged by the Mysore Durbar in consideration of its administrative advantages and as likely to develop a rich and populous part of the State. The Government of India have approved of a reconnaissance being carried out at the cost of the Mysore Durbar to ascertain its financial prospects.
3' 3½"	20.79	4,58,891	This line is intended primarily to serve the Government forests.
2' 6"	65	...	This line, which is situated in the Vizagapatnam district, was proposed by an English Syndicate who put forward proposals for the construction of certain light railways on the 2' 6" gauge in the Ganjam District.
5' 6"	72.2	98,46,166	
5' 6"	52.0	72,59,200	
5' 6"	56.7	85,98,362	
3' 3½"	33.58	...	This line is intended to form a chord between the main line and the Harihar branch of the Southern Mahratta railway. Part of it will also supply a branch to the Dharwar goldfields. The surveys have been completed and the results are awaited.
3' 3½"	13.65	...	
3' 3½"	5.39	...	
3' 3½"	2.87	...	
5' 6"	22.15	5,05,953	

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
<i>G—concl'd.</i>			
Ganges bridge :— at Godagari (Eastern Bengal and Assam). or at Sara (Eastern Bengal and Assam).	Eastern Bengal State railway, Katihar extension. Eastern Bengal State railway, Northern section.	Lalgola and Godagari ... Damukdia and Sara ...	Surveyed ... Do. ...
Ganjam District light railways (Madras).			
The lines comprised in this scheme are :—			
(i) Berhampur-Gopalpur (Madras).	Bengal-Nagpur railway	Berhampur and Gopalpur ...	Not surveyed ...
(ii) Berhampur-Russelkonda (Madras).	Ditto.	Berhampur and Russelkonda ...	Surveyed ...
(iii) Chicacole road-Calingapatam (Madras).	Ditto.	Chicacole road and Calingapatam ...	Not surveyed ...
(iv) Chicacole road-Gunipur (Madras).	Ditto.	Chicacole road and Gunipur ...	Not surveyed ...
(v) Chicacole road-Parvatipur (Madras).	Ditto.	Chicacole road and Parvatipur ...	Not surveyed ...
(vi) Parlakimedi-Baruva (Madras).	Ditto.	Parlakimedi and Baruva ...	Not surveyed ...
Garda (Bahadarpur)-Songhir extension (Bombay).	.....	.....	.....
Gheria extension (Bengal) ...	Eastern Bengal State railway.	Lalgola and a point on the mouth of the Bhagirathi river near Gheria.	Surveyed ...
Goalundo-Narayanguj extension (Eastern Bengal and Assam).	Eastern Bengal State railway.	Lakhee Khal Hat (opposite Faridpur) and Munshiganj.	Do. ...
Godagari bridge (Eastern Bengal and Assam).	.....	.....	.....
Gogra bridge at Chand-deara Ghat (United Provinces).	Bengal and North-Western railway.	Chand-deara Ghat and Manjhee Ghat.	Surveyed ...
Guntur-Repalli branch (Madras)	Southern Mahratta railway.	Guntur and Repalli ...	Surveyed ...
Gurumaishini-Sini railway (Bengal)	Bengal-Nagpur railway ...	Gurumaishini and Sini ...	Do. ...
<i>H.</i>			
Hajiganj-Shatnal branch (Eastern Bengal and Assam).	Assam-Bengal railway	Hajiganj and Shatnal . . .	Surveyed . . .
Hansi-Jakhal railway (Punjab)	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Hansi and Jakhal . . .	Surveyed . . .
Harda-Hindia railway (Central Provinces).	Great Indian Peninsula railway.	Harda and Hindia . . .	Not surveyed . . .
Hardoi-Sandi branch (United Provinces).	Oudh and Rohilkhand railway.	Hardoi and Sandi . . .	Surveyed . . .
Harpalpur-Kalpi light railway (United Provinces).	Great Indian Peninsula railway.	Harpalpur and Kalpi . . .	Partly surveyed . . .

DIX 38-A.—continued.

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	REMARKS.
	Miles.	Rs.	
Undecided (probably mixed 5' 6" and 3' 3½")	...	1,10,00,000	The Committee appointed by the Government of India to investigate and report on the bridging of the Ganges have, since the close of the year, submitted their report, which is under the consideration of the Government.
Ditto	...	1,30,00,000	
2' 6"	8	2,00,000	These lines were put forward by an English syndicate who proposed to take over from the Raja of Parlakimedi the 2' 6" gauge railway between that place and Naupada.
2' 6"	49'08	14,90,711	
2' 6"	24	6,00,000	
2' 6"	65	17,85,000	
2' 6"	42	10,50,000	
2' 6"	35	8,75,000	
...	...	...	See "Bahadarpur (G. da)-Songhir extension".
5' 6"	13'47	9,18,900	The object of the scheme is to provide a <i>ghat</i> station, which can be relied on in the high-water season, on the right bank of the Ganges for the Godagari-Lalgola ferry. It has been decided to await the results of working at Lalgola ghat before undertaking the construction of the line.
3' 3½"	40	58,46,738	The project provides for an ordinary transhipment ferry between Lakhoe Khal Hat and Faridpur, and a wagon and passenger ferry at Munshiganj.
...	...	...	See "Ganges bridge".
3' 3½"	...	See "Remarks."	The cost of bridge and approaches is Rs. 31,15,511, but including the cost of raising capital and the interest on capital during construction, it amounts to Rs. 35,51,682. The project is under revision in accordance with the instructions sent out by the Board of Directors in England.
3' 3½"	38	17,33,687	The District Board of Guntur are desirous of constructing this line. The Government of Madras have been asked to report whether there is any prospect of the District Board being able to raise the necessary capital without State assistance.
5' 6"	44	32,27,438	This line has been projected in connection with Messrs. Tata & Sons' scheme for iron and steel works near Sini.
3' 3½"	24'39	32,81,500	This project is for the establishment of a connection between the Aesam-Bengal and the Eastern Bengal State railways by means of a wagon ferry between Shatnal and Narayanjanj on the Goalundo-Narayanjanj extension of the latter line.
3' 3½"	50'57	20,45,764	This line would connect the Southern Punjab railway at Jakhal with the Rajputana-Malwa railway at Hansi. It may, however, be superseded by the proposed extension of the Patiala-Jakhal railway <i>via</i> Hissar to Narnaul.
.....	.....	.....	This railway was recommended as a feeder line by the Great Indian Peninsula railway.
5' 6"	14'39	3,62,004	
2' 6"	102	15,90,924	Only the Harpalpur-Rath section (25'88 miles) was surveyed by the late Indian Midland railway for a 2'0" gauge line, from the results of which the present estimates have been prepared. This line will probably be superseded by the Cawnpore-Hamirpur-Banda railway with a branch from Maudha <i>via</i> Rath to Harpalpur, for which the Government of the United Provinces has expressed a preference.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
H - conclud.			
Harpalpur-Nowgong light railway (United Provinces and Central India).	Great Indian Peninsula Railway.	Harpalpur and Nowgong . .	Surveyed . . .
Henzada-Pantanaw railway (Burma) (<i>New project</i>).	Burma railways ...	Henzada and Pantanaw ...	Reconnoitred ...
Hsipaw-Mong Nai extension (Burma).	Ditto ...	Hsipaw to Manpan ...	Surveyed ...
		Manpan to Mong Nai ...	Not surveyed ...
Hyderabad-Kistna river railway (Hyderabad, Nizam's).	Nizam's Guaranteed State railway.	Hyderabad and Kistna river ...	Surveyed ...
Hyderabad (or Kotri)-Karachi railway (Bombay).	...	...	...
I.			
IDAR ROAD.—Brahma Khed extension (Bombay).	Bombay, Baroda and Central India railway (Ahmedabad-Parantij).	Idar Road and Brahma Khed ...	Surveyed ...
ITARSI.—Ellichpur railway (Central Provinces).	Great Indian Peninsula railway.	Itarsi and Ellichpur ...	Not surveyed ...
ITARSI.—Nagpur railway (Central Provinces).	.....	.....	.....
ITARSI.—Wardha railway (Central Provinces).	.....	.....	.....
J.			
Jalesar Road—Kasganj tramway (United Provinces).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Jalesar Road and Kasganj .	Not surveyed . .
Jammu Srinagar railway (Kashmir).	North Western railway .	Jammu and Srinagar. The alternative routes are :—	
		(i) Larulari-Banihal route .	Surveyed .
		(ii) Chenab Valley-Banihal route.	Do. . .
		(iii) Golabgarh route .	Do. . .
Jamnagar-Salaya extension (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway (Rajkot-Jamnagar).	Jamnagar and Salaya . .	Not surveyed . .
Jehazpur-Nasirabad extension (Rajputana).	.....	.....	.....
Jehazpur-Paondero extension (Rajputana).	...	.....	.....
Jhang-Sangla railway (Punjab) .	North Western railway .	Jhang and Sangla . . .	Surveyed . . .
Jullundur Doab group lines (Punjab) (<i>New project</i>).	North Western railway .	Hoshiarpur and Nawa Shahr .	Under survey . .

DIX 01-A--continued.

continued up to 31st December 1906.

Gauge.	Length.	Estimated cost.	REMARKS.												
	Miles.	Rs.													
2' 6"	19'22	2,71,762	This line was surveyed by the late Indian Midland railway on the 2'0" gauge, on the results of which the present estimates are based.												
3' 3 1/2"	53	32,58,228	A detailed survey of this line has been sanctioned since the close of the year.												
3' 3 1/2"	50	35,61,178	The Government of Burma consider the Southern Shan States railway to be more urgent than this line.												
...													
3' 3 1/2"	See "Remarks"	See "Remarks"	This line has been surveyed by the Nizam's Government, but the results have not yet been received by the Railway Board. It will be about 148 miles in length and will cost Rs. 1,23,68,000 roughly. In conjunction with the Kurnool-Dhone line it will form the southern portion of the through metre gauge connection between Northern and Southern India.												
...	See "Light railways in Sind."												
3' 3 1/2"	33'91	...	The proposals for the construction of this line by the Ahmadabad-Parantij Railway Company are under consideration. The surveys have been completed and the results are awaited.												
...	This railway was recommended as a feeder line by the Great Indian Peninsula railway. It will be partly superseded by the projected Itarsi-Nagpur railway.												
.....	See "North and South railway".												
.....	See "North and South railway".												
2' 6"	50	15 to 20 lakhs	The Raja of Awa has applied to the Government of the United Provinces for a concession for this line with permission to utilize the existing road and the canal and road bridges for laying the line on.												
2' 6"	186 1/2	2,38,61,500	The connection with Srinagar via Sarai Kala and Abbottabad which is more feasible has been decided upon, vide "Sarai Kala-Abbottabad Srinagar railway."												
2' 6"	173	2,54,57,500													
2' 6"	156'17	3,34,73,596	This project would probably be undertaken at the expense of the Jannagar Durbar.												
3' 3 1/2"	35													
.....	} See "Baran-Marwar railway."												
.....													
5' 6"	74'40	36,98,588	This line will be constructed by the State as an integral part of the North Western railway. Complete report is awaited.												
5' 6"	122 1/2	The projected railway starts at Hoshiarpur and passes through Adam-pur, Jullundur, Kapurthala, Sultanpur, Malsian, Nakodar, Nur Mahal, Rur Kha and Phagwara to Nawa Shahr with branches from Nawa Shahr to Garhsankar on the north and Bahon on the south. The following sections of the line were previously surveyed and estimated for :—												
			<table> <tr> <th></th><th>Miles.</th><th>Gauge.</th><th>Cost.</th></tr> <tr> <td>Jullundur-Hoshiarpur</td><td>23'92</td><td>5' 6"</td><td>14,10,000</td></tr> <tr> <td>Jullundur-Sultanpur</td><td>28'22</td><td>5' 6"</td><td>10,41,376</td></tr> </table>		Miles.	Gauge.	Cost.	Jullundur-Hoshiarpur	23'92	5' 6"	14,10,000	Jullundur-Sultanpur	28'22	5' 6"	10,41,376
	Miles.	Gauge.	Cost.												
Jullundur-Hoshiarpur	23'92	5' 6"	14,10,000												
Jullundur-Sultanpur	28'22	5' 6"	10,41,376												
			The preparation of alternative projects for the whole line on the 5' 6" and 3' 6" gauges has been asked for.												

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
J.—concl'd.			
Jullundur-Hoshiarpur railway (Punjab).	.....	.....	.....
Jullundur-Kapurthala-Sultanpur railway (Punjab).	...	.....	.....
K.			
Kalura-Chhatak tramway (Eastern Bengal and Assam).	.....	...	.....
Kalikiri Rayachoti branch (Madras).	South Indian railway.	Kalikiri or Piler and Rayachoti.	Surveyed . . .
Kamptee-Deolapur railway (Central Provinces).	Bengal-Nagpur railway.	Kamptee to Deolapur with a branch from Munsar to Ramtek.	Not surveyed . . .
Kangra Valley railway (Punjab).	North Western railway.	Pathankot to Palampur with a branch from Aund to Durela.	Reconnitred . . .
Karauli branch (Rajputana).	.. ..	Gungapur and Karauli . . .	Not surveyed . . .
Karimganj-Chanli Khira tramway (Eastern Bengal and Assam).	.....	.....	.....
Karnal-Kaithal-Nabha branch (Punjab).	East Indian railway (Delhi-Umballa-Kalka).	Karnal and Nabha ...	Not surveyed. . .
Karwi-Rajapur railway (United Provinces).	Great Indian Peninsula railway.	Karwi to Rajapur direct <i>Alternative.</i>	Under survey . . .
		Karwi to Rajapur <i>via</i> Pahari.	Ditto.
Kathgodam-Naini Tal branch (United Provinces).	Rohilkund and Kumaon railway.	Kathgodam and Naini Tal ...	Not surveyed. . .
Khamgaon-Jalna railway (Central Provinces and Hyderabad, Nizam's).	Great Indian Peninsula railway.	Khamgaon and Jalna ...	Surveyed. . .
Khandwa-Akola-Nanded railway (Central Provinces and Hyderabad, Nizam's).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Khandwa and Nanded ...	Surveyed. . .
Khanpur-Chachran railway (Punjab).	North Western railway	Khanpur and Chachran ...	Surveyed ...
Khijadia-Amreli railway (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagadh-Porbandar railway.	Khijadia and Amreli...	Partly surveyed ...
Kissengunge-Jalpaiguri railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Kissengunge and Jalpaiguri ...	Surveyed ...
Kosamba-Velachha-Zankavao-Vajipur branch (Bombay).	Bombay, Baroda and Central India railway.	Kosamba and Vajipur ...	Do. ...
Kotri (or Hyderabad)-Karachi light railway (Bombay).	.....	.....	.....
Krishnagar-Jalanghi railway (Bengal).	Eastern Bengal State railway.	Krishnagar and Jalanghi ...	Surveyed ...
Kuchaman-Sirsa chord (Rajputana and Punjab).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Kuchaman and Sirsa ...	Not surveyed ...

DIX 38-A—continued.

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	REMARKS.
	Miles.	Rs.	
.....	.....	.....	} See "Jullundur Doab group lines."
.....	
.....	.....	.....	See "Sylhet District tramways."
3' 3½"	34.42	10,75,736	
2' or 2' 6"	34.5	.....	This line is designed to carry the produce of the manganese mines in the Ramtek area. The Kamptee-Kamtek railway, which has been sanctioned for construction, supersedes a part of this project.
2' 6"	87	57,85,440	The scheme as originally proposed contemplated a main line from Pathankot <i>via</i> Palampur, Baijnath, Mundi, Suket, Bilaspur, Nalagarh and Rupar to some point on the North Western railway between Ludhiana and Sirhind, with branches to Dalhousie, Dharamsala, Sultanpur, Kalka and Simla. A concession was, however, granted to a London syndicate for the construction of the section from Pathankot to Palampur with a branch to Dunera. The concession has since lapsed.
Not stated	25	.....	This branch was proposed by the Karauli Durbar with a view to undertaking earthwork as a measure of famine relief. It will connect Karauli with the Nagda-Muttra railway at Gungapur.
.....	.....	.....	See "Sylhet District tramways."
3' 6"	70	56,00,000	
5' 6"	18	...	
5' 6"	21	...	
2'	13	12,00,000	This line was proposed by private enterprise in 1895 and a concession was granted for its construction, which lapsed in 1898.
2' 6"	93.55	32,65,151	
3' 3½"	252.25	1,90,00,000	This line will form the northern portion of the through metre gauge connection between railways in Northern and Southern India.
5' 6"	23.27	.....	The results of survey have not yet been received by the Railway Board. The line will connect with Mithankot by means of a steam ferry between that place and Chachran.
3' 3½"	10½	.....	This line was proposed by the Baroda Durbar with a view to undertaking earthwork as a measure of famine relief. The Machiala-Amreli Section, about 6 miles, has been surveyed by the Durbar. The Durbar has since proposed its extension <i>via</i> Chhalala and Khamba to Velan Bunder.
3' 3½"	63.67	.....	The results of survey have not yet been received by the Railway Board. The line will afford an alternative route <i>via</i> the Ranaghat-Katihar railway for traffic between Calcutta and Darjeeling.
2' 6"	63.55	.....	The line was surveyed by the Bombay, Baroda and Central India railway in 1900, but no detailed project has yet been submitted.
.....	.....	.....	See "Light railways in Sind."
2' 6"	56.10	14,00,000	The detailed project and estimates for this line have been received, but are held in abeyance pending proposals from the Government of Bengal.
3' 3½"	170	58,31,000	This line will probably be superseded by the Borawar-Hissar railway projected by the Jodhpur and Bikaner Durbars.

Statement of railway and tramway projects

Name of projects, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
K—concl'd.			
Kumbakonam-Mannargudi branch (Madras).	South Indian railway ...	Kumbakonam and Mannargudi...	Surveyed ...
Kunch-Madhogarh railway (United Provinces).	Great Indian Peninsula railway. (Indian Midland).	Kunch <i>via</i> Jalaon to a point on the Jumna opposite Auriya with a branch from Jalaon to Madhogarh.	Surveyed ...
Kurla-Trombay railway (Bombay)	Great Indian Peninsula railway.	Kurla and Trombay ...	Surveyed ...
Kutwa-Ahmadpur railway (Bengal)	East Indian railway.	Kutwa and Ahmadpur ...	Surveyed ...
L.			
Lakh (or Belapur)-Sangamner branch (Bombay).	.....	.....	.....
Lalgola-Gheria extension (Bengal)	.....	.....	.....
Larkhana-Kambar-Shahdadpur railway (Bombay).	North Western railway	Larkhana and Shahdadpur ...	Surveyed ...
Lashio-Kunlong extension (Burma)	Burma railways ...	Lashio to the Kunlong ferry. The alternative routes are :— (1) Hsenwi (Theinni) ... (2) Hsupkyet (Supkyet) ...	Reconnoitred ... Reconnoitred ...
Light railways in Sind (Bombay)— The lines comprised in the scheme are :—			
(1) Mirpur Khas-Jhudo ...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Mirpur Khas and Jhudo ...	Not surveyed ...
(2) Mirpur Khas-Sangur ...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Mirpur Khas and Sangur ...	Not surveyed ...
(3) Shadipalli-Mehoo Suboo...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Shadipalli and Mehoo Suboo ...	Not surveyed ...
(4) Shadipalli-Samara with a possible extension thereof to meet (5).	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Shadipalli <i>via</i> Samara to a point on (5).	Not surveyed ...
(5) Chhor-Tatta ...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Chhor and Tatta ...	Not surveyed ...
(6) Mirpur Buttora-Dhindee...	.....	Mirpur Buttora on (5) to Dhindee	Not surveyed ...
(7) Belo-Shahbunder ...	.....	Belo on (5) to Shahbunder ...	Not surveyed ...
(8) Hyderabad (or Kotri)-Karachi.	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Hyderabad (or Kotri) <i>via</i> Tatta to Karachi.	Not surveyed ...
or Tatta-Karachi ...	.....	Tatta to Karachi ...	Not surveyed ...
Lower Sind branches (Bombay)— The lines at present comprised in the scheme are :—			
(1) Badin-Jungshahi ...	North Western railway...	Badin and Jungshahi ...	Surveyed ...
(2) Tando Muhammed Khan-Mirpur Buttora.	Do.	Tando Muhammed Khan and Mirpur Buttora.	Do. ...

DIX 38-A—continued.

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	REMARKS.
	Miles.	Rs.	
3' 3½"	22'57	.. ...	The results of survey have not yet been received by the Railway Board. The Government of Madras consider this line to be more important than the Nidamangalam-Vedaraniam railway proposed by the District Board of Tanjore. The South Indian railway are, however, opposed to its construction except as an integral part of their undertaking on the ground of its being competitive. Proposals for financing the line are awaited from the Government of Madras.
5' 6"	52	.....	A certain amount of earthwork has been carried out by the United Provinces Government as a measure of famine relief. The survey has been completed, but the results have not yet been received.
5' 6"	5'45	.....	The survey has been completed and the results are awaited.
5' 6"	31½	28,22,765	The line will probably be constructed by the East Indian railway as part of their undertaking, and the point of junction with the loop line will probably be at Sainthia instead of at Ahmadpur.
.....	.....	.....	See "Belapur (or Lakh)—Sangamner branch."
.....	.....	.....	See "Gheria extension."
2' 6"	32'2	11,68,118	On the 5' 6" gauge the cost is estimated at Rs. 19,31,676 and for a light line Rs. 13,07,000.
3' 3½"	90	1,01,41,298	The Theinni route is considered in every way inferior to the Supkyet route.
3' 3½"	93½	1,03,54,840	
3' 3½"	46	A Karachi firm has applied for permission to form a company in England with a capital of £250,000 for financing these lines. It is proposed to take the Mirpur Khas-Jhudo line in hand at first and to raise £55,000 for its construction. The concessions asked for are a rebate from the traffic interchanged with the Jodhpur-Bikaner railway, which will construct and work the line, towards a dividend of 3½ per cent., and others usually granted to Branch line companies. The application is under consideration.
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5' 6"	70	37,41,833	These lines, as well as the Hyderabad-Badin branch, which is now open, were projected as light feeders to the North Western railway in the country lying between the Indus river and the Runn of Cutch. The Chhor-Tatta and the Mirpur Buttora-Dhindee lines proposed under the Sind Light railways scheme partially cover the alignment of these branches.
5' 6"	33	17,19,269	

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
M.			
Mandra-Basal railway (Punjab) ...	North Western railway ...	Mandra to Basal <i>via</i> Chakwal, Bhen and Pindi Gheb.	Not surveyed ...
Mangaldai tramway (Eastern Bengal and Assam).	.....	Rangamatighat to Ghagrapara	Reconnoitred by the promoters.
Margao-Karwar railway (Bombay and Portuguese territory.)	Southern Mahratta railway. (West of India Portuguese.)	Margao to Sadasivgarh ferry, opposite Karwar.	Reconnoitred ...
Mauli-Nathdwara branch (Rajputana).	Udaipur-Chitor railway...	Mauli and Nathdwara ...	Surveyed ...
Miraj-Bijapur branch (Bombay) .	Southern Mahratta railway.	Miraj and Bijapur . . .	Not surveyed . . .
Mirpur Buttora-Dhindee light railway (Bombay).	.....	.....	.....
Mirpur Khas-Jhudo light railway (Bombay).			
Mirpur Khas-Sangur light railway (Bombay).			
Mirzapur-Maihar Chord (United Provinces and Central India).	East Indian railway .	Mirzapur and Maihar . .	Reconnoitred . . .
Miyagam-Sinor branch (Bombay)	Bombay, Baroda and Central India railway.	Miyagam and Sinor . . .	Surveyed . . .
Moulmein-Myawaddy railway (Burma).	Burma railways . .	Moulmein and Myawaddy . .	Reconnaissance sanctioned
Moulmein-Ye railway (Burma) .	Ditto . .	Moulmein and Ye . . .	Surveyed . . .
Munsar-Ramtek branch (Central Provinces).	.....	.....	.....
Murshidabad-Azimganj link (Bengal).	Eastern Bengal State railway.	Murshidabad and Azimganj .	Surveyed . . .
Murtajapur-Pisgaon railway (Central Provinces).	Great Indian Peninsula railway.	Murtajapur and Pisgaon . .	Surveyed . . .
Muttra-Aligarh railway (United Provinces).	Bombay, Baroda and Central India railway. (Rajputana-Malwa).	Muttra and Aligarh The alternative projects are :— (1) Muttra <i>via</i> Brindaban with a new bridge near that place over the Jumna and thence direct to Aligarh. (2) Muttra <i>avoiding</i> Brindaban and utilising the existing bridge over the Jumna at Muttra and thence direct to Aligarh.	Surveyed. Do.
Muttra-Hathras link (United Provinces) (<i>New project</i>).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Muttra and Hathras . . .	See "remarks" . . .
Muzaffarpur-Mohammadpur chord (Bengal).	Bengal and North-Western railway. (Tirhoot section).	Muzaffarpur and Mohammadpur.	Under survey . .
Muzaffarpur—Sitamarhi chord (Bengal).	Do.	Muzaffarpur and Sitamarhi .	Do.
Myingyan-Natogyi light railway (Burma) (<i>New project</i>).	Burma railways . .	Myingyan and Natogyi . .	Survey sanctioned .

DIX 38-A—continued.

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	REMARKS.
	Miles.	Rs.	
2' 6"	100	...	This line has been recommended for construction by the Government of the Punjab to open up the country north of the Salt Range. The Railway Board have, since the close of the year, sanctioned its survey by the agency of the North Western railway.
2' 6"	35	7,00,000	This line was proposed by private enterprise, but the project fell through owing to the inability of the Local Administration to offer the guarantee asked for.
Not stated apparently. 3' 3½"	36½	28,00,000	This line has been proposed to open up communication with Karwar, which is practically cut off from all intercourse with the outer world during the south-west monsoon when the coasting steamers cease running. About 30 miles of the line will be situated in Portuguese territory and the remainder in British territory.
3' 3½"	14.75	4,72,698	This line will be constructed by the Mewar Durbar who proposed it.
.....	77	.....	The Barsi Light Railway Company contemplate the construction of this line as an extension of their 2' 6" gauge railway.
.....	.....	.....	See under "Light railways in Sind."
5' 6"	140	1,55,00,000	This line was proposed by the East Indian railway. It is not considered to be of sufficient importance at present to require investigation.
2' 6"	20	5,76,032	The line has been proposed by the Baroda Durbar in whose territory it will entirely lie.
3' 3½"	80	.....
Do.	94.06	90,00,000	Preliminary report received. Detailed project and estimates are awaited.
.....	.....	.....	See under "Kamptee-Deolapar railway."
5' 6"	5.82	18,05,616	The project consists practically of a bridge over the Bhagirathi river below Azimganj and its approaches. It has since been abandoned.
2' 6"	131.42	56,03,381	The results of survey have been received since the close of the year.
5' 6"	40.80	40,54,603	The question of agency for the construction and working of this line has not yet been decided, and no decision on this point is likely to be arrived at till the Nagda-Mutra railway has been opened and its effect on trade observed.
Do.	38.25	33,53,688	
See "remarks."	...	...	Sanction has been accorded to the preparation of plans and estimates for this line on the 5' 6" gauge.
3' 3½"	31	...	
Do.	34	...	
Not stated.	19	...	

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
M—concl'd.			
Mymensingh-Netrokona extension (Eastern Bengal and Assam.)	.....	.....	...
Mysore-Tellicherry railway (Mysore and Madras).	Southern Mahratta railway (Mysore section).	Mysore and Tellicherry . .	Surveyed.
N.			
Nadiad-Kapadvanj branch (Bombay).	Bombay, Baroda and Central India railway.	Nadiad and Kapadvanj . .	Not surveyed . .
Nagpur-Barosa branch (Central Provinces).	Bengal-Nagpur railway	Nagpur and Barosa . .	See remarks . .
Nagpur-Chhindwara railway (Central Provinces).	Do. . .	Nagpur and Chhindwara . .	Not surveyed . .
Nanjangud-Erode railway (Mysore and Madras).	Southern Mahratta railway (Mysore section).	Nanjangud and Erode . .	Surveyed . .
Nar-Nadiad loop (Bombay) . .	Bombay, Baroda and Central India railway (Pctlad-Cambay).	Nar and Nadiad . .	Surveyed . .
Nattore-Rampur Boalia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Nattore and Rampur Boalia. .	Surveyed . .
Nawadah-Madhupur (or Baidyanath)-Nalhati (Bengal).	East Indian railway ...	Nawadah and Nalhati ...	Not surveyed ...
Nerbudda Valley light railway (Central India).	.....	.....	.....
Netrokona-Langar Bazar extension (Eastern Bengal and Assam).	.....	.....	.....
Nidamangalam-Vedaraniem railway (Madras).	South Indian railway ...	Nidamangalam and Vedaraniem	Partly surveyed ...
NORTH AND SOUTH RAILWAY (CENTRAL PROVINCES, NIZAM'S HYDERABAD AND MADRAS.)			
The lines connected with the northern portion of the schema are :—			
(i) Itarsi-Wardha (Central Provinces).	Great Indian Peninsula... railway.	Itarsi and Wardha ...	Surveyed ...
(ii) Itarsi-Nagpur :—			
Eastern alignment—Itarsi, passing near Chhindwara town and the Pench Valley colliery, to Nagpur (Central Provinces).	Ditto ...	Itarsi and Nagpur ...	Ditto ...
Western alignment—Itarsi, via Pandharna and Multai to Nagpur (Central Provinces).	Ditto ...	Ditto ...	Ditto ...

DIX 38-A—contd.

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	REMARKS.
	Miles.	Rs.	
...	...	...	See under "Dacca-Mymensingh railway extensions".
2' 6"	144'69	81,00,000	The principal objects of this line are to open up parts of the Mysore plateau and the Malabar district and to give the coffee and other products of Coorg access to Mysore and to the seaport of Tellicherry.
5' 6"	28	3,73,360	The District Board of Kaira have under consideration the question of financing this line.
2' 6"	47'04	23,34,145	The detailed project is based on the surveys carried out by the Great Indian Peninsula railway on 5' 6" gauge in connection with the Nagpur-Itarsi line. This project covers part of the proposed Nagpur-Chhindwara railway.
2' 6"	80	.....	The early construction of this line was urged by the Hon'ble the Chief Commissioner, Central Provinces, in order to develop trade in manganese ore and to enable Nagpur to obtain cheap coal for its mills, etc., from the Pench Valley deposits.
3' 3½"	120'70	1,23,03,700	This line will link up the Southern Mahratta and the South Indian railway systems. A length of 33'70 miles, which lies in Mysore territory and is estimated to cost Rs. 20,81,764, has been sanctioned for construction by, and at the cost of, the Mysore State, but the Durbar do not propose to construct this section until the British section is put in hand.
5' 6"	20'25	11,56,713	This line was proposed by the Baroda Durbar in whose territory it will mostly lie. The Durbar has since expressed a desire to construct it on the 2' 6" gauge instead of on the 5' 6" gauge and had the Nar-Piej section, 17 miles, surveyed on the 2' 6" gauge by the agency of the Bombay, Baroda and Central India railway.
3' 3½"	24'43	11,14,875	This line has been deferred pending the investigation of the crossing of the Ganges at some point between Sara and Godagari.
*	...	...	This line will probably be constructed by the East Indian railway.
...	...	...	See "Barwahn-Bodeli light railway."
.....	.....	.....	See under "Dacca-Mymensingh railway extensions."
3' 3½"	...	...	This line comprises the Nidamangalam—Mannargudi section of the Kumbakonam-Mannargudi line. It has been proposed by the District Board of Tanjore who urge the construction of the Tirutaraipundi-Vedaraniem section of it in preference to the Kumbakonam-Mannargudi line which the Madras Government consider to be of primary importance. The South Indian railway was authorized to survey the Tirutaraipundi-Vedaraniem section, 20'20 miles, on behalf of the Tanjore District Board in order that the rival claims of the two lines might be carefully investigated. The survey has since been completed, but the results have not yet been received by the Railway Board.
5' 6"	207'35	2,31,94,256	Surveys were carried out by the Great Indian Peninsula railway in 1905. Two alternative routes to Warangal have since been surveyed but the detailed project has not yet been received. A chord line from Bori (or Borkhed) on the Nagpur branch to Hinganghat on the Wardha branch, 27 miles, is under survey. Pending receipt of the results of these surveys, the consideration of the projects submitted has been deferred.
5' 6"	173'94	2,35,55,035	
5' 6"	179'72	2,02,43,748	

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
<i>N—concl'd.</i>			
North and South railway— <i>concl'd.</i>			
(iii) Bellarpur-Warangal (or Kazipet)—			
Eastern route—Bellarpur <i>via</i> Ahiri and Sironcha to Warangal with a branch to Kazipet (Central Provinces and Nizam's Hyderabad).	Great Indian Peninsula railway.	Bellarpur and Warangal ...	Surveyed ...
Western route—Bellarpur <i>via</i> Ahiri and Sironcha to Warangal with a branch to Kazipet (Central Provinces and Nizam's Hyderabad).	Ditto ...	Ditto ...	Ditto ...
Direct route—Bellarpur to Kazipet with a branch to Warangal (Central Provinces and Nizam's Hyderabad).	Ditto ...	Ditto ...	Ditto ...
<i>The proposals connected with the southern portion of the scheme are:—</i>			
(i) Ramesvaram to Ramnad (Madras).	South Indian railway ...	Ramesvaram and Ramnad ...	Not surveyed ...
(ii) Ramnad, <i>via</i> Trichinopoly, to a point between Tirukkoyilur and Penruti (Madras).	Ditto ...	Ramnad and a point between Tirukkoyilur and Penruti.	Ditto ...
(iii) From the terminus of (ii) to Arkonam, (Madras).	Ditto ...	Terminus of (ii) and Arkonam ...	Ditto ...
(iv) Renigunta-Gudur (Madras)	Ditto ...	Renigunta and Gudur ...	.....
<i>Alternatives to (iii) and (iv).</i>			
Villupuram-Madras (Madras).	Ditto ...	Villupuram and Madras ...	.....
Chingleput-Arkonam (Madras).	Ditto ...	Chingleput and Arkonam ...	.....
Villupuram to the terminus of (ii) (Madras).	Ditto ...	Villupuram and the terminus of (ii).	.....
Northern India and Ceylon connection.	.....	.....	.....
<i>P.</i>			
Paddapenki-Parvatipur branch (Madras).	.....	.....	.....
Palghat-Palni railway (Madras)	.....	.....	.....
Palni-Satyamangalam railway (Madras).	.....	Palni to Satyamangalam with a branch from— Satyamangalam to Mettupalaiyam.	Surveyed ... Do. ...
Panchkura-Luff Point (Bengal)	Bengal-Nagpur railway	Panchkura and Luff Point ...	Not surveyed * ...

DIX 38-A—contd.*corrected up to 31st December 1906.*

Gauge.	Length.	Estimated cost.	REMARKS.
	Miles.	Rs.	
5' 6"	190'73	2,32,30,222	Surveys were carried out by the Great Indian (Peninsula) railway in 1905. Two alternative routes to Warangal have since been surveyed but the detailed project has not yet been received. A chord line from Bori (or Borkhedi) on the Nagpur branch to Hinganghat on the Wardha branch, 27 miles, is under survey. Pending receipt of the results of these surveys, the consideration of the projects submitted has been deferred.
5' 6"	184'35	1,92,92,845*	
5' 6"	148'62	1,44,36,200*	
5' 6"	43	.....	The proposal contemplates the laying of a mixed gauge between Rainnand and Mandapam, 23 miles, and the construction of 20 miles of new line.
5' 6"	195	.....	New construction.
5' 6"	80	.....	Ditto.
5' 6"	51½	.....	Conversion from the existing 3' 3½" to 5' 6" gauge.
5' 6"	101½	.....	Ditto Ditto.
5' 6"	39	.....	Ditto ditto.
Mixed 3' 3½" and 5' 6".	.....	.....	Laying of a third rail. The projects relating to the southern portion of the scheme were recommended by a Railway Commission which assembled in Madras in February 1903 with a view to effecting a through standard (5' 6") gauge connection between India and Ceylon.
.....	.....	.....	See remarks under "North and South railway".
.....	.....	.....	See "Dusi-Salur light railway".
.....	.....	.....	See "Dindigul-Palghat railway" of which it forms a part.
3' 3½"	84'36	84,33,040	
3' 3½"	17'53	25,03,225	
5' 6"	25	.....	This project was proposed by the Bengal-Nagpur Railway Company in 1900, coupled with proposals for establishing an export coal depot at Luff Point. The latter question was investigated in 1903 by a Commission, whose conclusions were that a coal depot at Luff Point would be of little use to the industry as a whole; that, though practicable, it would probably be costly; that it is not at present desirable to establish one at Luff Point; and that if established it should be in the hands of the Port Commissioners of Calcutta. The Government of India decided that the Port Trust of Calcutta should have the first refusal of constructing any such depôts or jetties at Luff Point or in its neighbourhood, and that, should that body decline to undertake the work, Government would be prepared to consider definite proposals from any substantial private firm or company for undertaking the combined scheme at its own risk and responsibility.

* Excluding rolling stock.

APPENDIX

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
<i>P—concluded.</i>			
Pandharpur-Miraj extension (Bombay).	Barsi Light railway ...	Pandharpur and Miraj* ...	Survey sanctioned ...
Parlakimedi-Baruva light railway (Madras).	.....	.....	.....
Pathankot-Baijnath (or Palampur) (Punjab).	.....	.....	.....
Pathar Kandi Bazar-Magura Cherra tramway (Eastern Bengal and Assam).	.....	.....	.....
Patiala-Jakhal railway (Punjab) ...	North Western railway (Rajpura-Bhatinda).	Patiala and Jakhal ...	Surveyed ...
Patiala-Jakhal railway extension (Punjab).	North Western railway (Southern Punjab).	Jakhal <i>via</i> Hissar, Loharu and Kanaud to Narnaul.	Not surveyed ...
Patti-Lodhran railway (Punjab) .	North Western railway (Amritsar-Patti).	Patti to Lodhran <i>via</i> Kasur, Hajra, Dipalpur, Haveli and Pakpattan.	Under survey . .
Pegu-Syriam railway (Burma) ...	Burma railways ...	Pegu and Syriam ...	Surveyed ...
Pertabganj-Birpur-Ghoraghat railway (Bengal).	Bengal and North-Western railway (Tirhoot section).	Pertabganj and Ghoraghat ...	Surveyed ...
Phirangipuram-Gurzala branch (Madras).	Southern Mahratta railway.	Phirangipuram and Gurzala ...	Surveyed ...
Phulbari-Sumjhia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Phulbari and Sumjhia ...	Surveyed ...
Pilibhit-Barmdeo branch (United Provinces).	Rohilkund and Kumaon railway (Lucknow-Bareilly).	Pilibhit and Barmdeo ...	Surveyed ...
Pilibhit-Shahjahanpur railway (United Provinces).	Rohilkund and Kumaon railway. (Lucknow-Bareilly).	Pilibhit and Shahjahanpur ...	Under survey ...
Podanur-Palni railway (Madras).	Madras railway ...	Podanur and Palni ...	Surveyed ...
Pokhrayan-Auriya branch (United Provinces).	Great Indian Peninsula railway.	Pokhrayan and Auriya ...	Reconnoitred ...
Prome-Magwe-Meiktila extension (Burma).	Burma railways ...	Prome and Meiktila ...	Not surveyed ...
Prome-Zadalin railway (Burma).	...	.....	...
Puri-Astrang branch (Bengal) ...	Bengal-Nagpur railway.	Puri and Astrang ...	Not surveyed ...
Pyinmana-Magwe railway (Burma)	Burma railways ...	Pyiwin to Kyanzu ...	Surveyed ...
		Kyanzu to Magwe ...	Not surveyed ...
<i>R.</i>			
Raichur-Wondalli railway (Hyderabad, Nizam's).	Great Indian Peninsula railway.	Raichur and Wondalli ...	Surveyed by the promoters.

DLK 38-A—continued.

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	REMARKS.
	Miles.	Rs.	
2' 6"	77	.....	The survey is being carried out by the Barsi Light railway from Imperial funds.
.....	.....	.....	See under "Ganjam District light railways".
.....	.....	...	See "Kangra Valley railway".
.....	.....	.....	See under "Sylhet District tramways".
5' 6"	54'35	.....	This line has been proposed by the Patiala Durbar and would form a chord between the Rajpura-Bhatinda and the Southern Punjab railways. The preparation, at the cost of the Durbar, of alternative projects on the 3' 3½" and 5' 6" gauges has been sanctioned. The survey has been completed and the detailed projects are awaited.
.....	131	.....	This line has been proposed by the Durbars interested. The proposals are under consideration.
5' 6"	242	.....	This line will be constructed by the State as an integral part of the North Western railway. The Lodhran-Mailsi section, 39.7 miles, has been surveyed and is estimated to cost Rs. 17,94,793 on the 5' 6" gauge. It will comprise a large portion of the Changa Manga-Pakpattan project.
3' 3½"	67.68	53,30,984	The Amritsar-Patti Railway Company have applied for a concession to extend their line from Patti to Kasur. The application is under consideration.
3' 3½"	15	.....	This line has been proposed to take the place of the existing Pertabganj-Khanwaghat section, which will be abandoned. The results of survey have not been received by the Railway Board.
3' 3½"	50.64	12,59,641	
3' 3½"	13.48	4,41,745	
3' 3½"	38.75	.....	A resurvey of this line was ordered by the Home Board of the Rohilkund and Kumaon railway. This has been completed and the results are awaited. The line will be an extension of the Lucknow-Bareilly railway and will be constructed from funds to be provided by the State. It will serve the lower Kumaon and the forests on the banks of the Sarda river.
3' 3½"	56	.....	The Rohilkund and Kumaon Railway Company urged to be allowed to construct on the metre gauge a railway from Pilibhit via Shahjahanpur to Sitapur, but the Secretary of State has approved of the construction by the Company of the Pilibhit-Shahjahanpur section only, the remainder being superseded by the Rosa-Sitapur line to be constructed as an integral part of the Oudh and Rohilkhand railway.
5' 6"	65.24	88,04,307	This line is an alternative to the Palghat-Palni railway.
2' 0"	28	7,28,000	The line was reconnoitred in 1899 but the results have not yet been submitted.
3' 3½"	176	1,13,00,000	This line was recommended in 1895 by the Chief Commissioner of Burma as one that would tap the prosperous oil fields at Yenanchoung.
.....	.....	.....	See "Assam-Burma connection railway."
5' 6"	34	27,20,000	This line will, it is stated, have a certain protective value in famine times and, if aligned parallel to the seashore and about 6 or 8 miles away, will pass through thickly populated tracts.
3' 3½"	54.09	39,34,029	This line was proposed by the Government of Burma in 1905 with a view to providing useful work in case famine should occur in the adjoining dry zone districts.
3' 3½"	66	.....
2' 6"	43	12,53,336	This line was proposed by a syndicate to serve the Wondalli gold mines and the proposals were approved by the Secretary of State in 1900, but the scheme has not advanced. It will form a feeder to the Great Indian Peninsula and Madras railways.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
R—concl'd.			
Raipur-Khurda railway (Central Provinces and Bengal).	Bengal-Nagpur railway...	Raipur and Khurda ...	Partly reconnoitred ...
Rangamatighat-Ghagrapara tramway (Eastern Bengal and Assam).	.....	.....	.....
Rangya-Tezpur railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Rangya and Tezpur ...	Surveyed ...
Rawalpindi-Murree railway (Punjab).	North Western railway	Rawalpindi and Murree ...	Reconnoitred by the promoter.
Rewah-Sutna railway (Central India).	...	Rewah and Sutna ...	Surveyed ...
Rosa-Sitapur railway (United Provinces).	Oudh and Rohilkhand railway.	Rosa and Sitapur ...	Surveyed ...
Rowsara-Khagaria light railway (Bengal).	Bengal and North Western railway (Tirhoot section).	Rowsara and Khagaria ...	Apparently reconnoitred by the District Engineer, Monghyr.
S.			
Saidpur-Titalia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Saidpur and Titalia ..	Surveyed ...
Salem-Attur branch (Madras) ...	Madras railway ...	Salem and Attur ...	Surveyed ...
Salem-Porto Novo railway (Madras).	Madras railway ...	Salem and Porto Novo ...	Surveyed ...
Samastipur-Rowsara light railway (Bengal).	Bengal and North Western railway (Tirhoot section).	Samastipur and Rowsara ...	Not surveyed
Samastipur-Rowsara-Padri extension (Bengal).	Bengal and North Western railway (Tirhoot section).	Samastipur and Padri ...	Under survey
Sambalpur-Khurda railway (Central Provinces and Bengal).	Bengal-Nagpur railway	Sambalpur and Khurda ...	Surveyed ...
Santipur-Kalna extension (Bengal)	Eastern Bengal State railway.	Santipur and Kalna ...	See "Remarks"

DEX 38-A.—continued.

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	REMARKS.
	Miles.	Rs.	
5' 6"	295½	3,02,51,043	This line was proposed as an alternative to the Sambalpur-Khurda railway. The Raipur-Sonpur section, 160 miles, was reconnoitred, the remaining portion being surveyed as part of the Sambalpur-Khurda railway. The Raipur-Vizianagran railway, which is now under construction, supersedes a section of this line.
.....	.....	.....	See "Mangaldai tramway."
3' 3½"	72'34	27,19,983	This line is strongly supported by the Government of Eastern Bengal and Assam on the grounds that it would serve an important tea district in the Mangaldai sub-division and afford a powerful stimulus to the reclamation of the savannah country which is becoming gradually settled with time-expired garden coolies.
3' 3½"	40	36,88,537	This line has been proposed by private enterprise. The estimates are for an electric railway excluding interest during construction and maintenance and promotion charges. Including these charges the estimated cost is Rs. 44,78,537.
2' 6"	32	7,61,810	This line will connect with the East Indian railway at Sutna. It was proposed with a view to providing relief on the occurrence of scarcity in the Rewah State. The line will probably be constructed by the Durbar.
5' 6"	51'36	38,74,471	This line supersedes the Shahjahanpur-Sitapur section of the Pilibhit-Sitapur railway proposed by the Rohilkund and Kumaon Railway Company. The Secretary of State has approved of its construction as an integral part of the Oudh and Rohilkhand railway.
Not stated, probably 2' 6"	44	10,00,000	This line was proposed by the District Board of Monghyr in 1905. In conjunction with the Samastipur-Rowsara light railway proposed by the District Board of Darbhanga, it will form a chord between Samastipur and Khagaria stations on the Tirhoot State railway. The District Board have signified their intention of withdrawing their proposal in favour of the Darbhanga-Khagaria and Samastipur-Padri extensions proposed by the Bengal and North-Western railway, provided that the line is taken in hand before the end of 1908.
3' 3½"	66	29,84,000	This project has been held over until the site for the new Ganges bridge and the system of lines connected with it are finally settled.
5' 6"	36'06	17,59,555	In 1903 the Secretary of State sanctioned the construction of this line as a State railway, but the commencement of work was not authorized pending provision of funds. The District Board of Salem has since expressed a desire to construct it on the metre gauge, but no decision has yet been come to as to how the capital required for its construction is to be raised.
3' 3½"	116	69,86,000	This line also passes through Attur and therefore comprises the Salem-Attur project. It was proposed in 1887 as a famine protective line by the Government of Madras who have since put forward the Trichinopoly-Tirukkoyilur railway in substitution of it. The approximate cost on the 5' 6" gauge is estimated at Rs. 86,00,000.
Not stated, probably 2' 6"	17½	6,25,000	The District Board of Darbhanga proposed the construction of this line through the agency of a company under Bengal Tramways Act III of 1883. The Bengal and North-Western railway have since proposed an alternative line from Samastipur to Padri via Rowsara and the District Board have intimated their willingness to withdraw their proposal in favour of the latter line if its construction is undertaken within a reasonable time.
3' 3½"	34	...	This line has been proposed by the Bengal and North Western railway and is alternative to the Samastipur-Rowsara light railway put forward by the District Board of Darbhanga.
5' 6"	190	2,37,00,000	The Government of Bengal has urged the early construction of this line by the State on administrative and political grounds.
2' 6"	6½	...	This line will be an extension of the Ranaghat-Krishnagar branch. In 1904 orders were issued for the preparation of a detailed project for the extension and of alternative estimates for connecting the branch with the Ranaghat-Godaguri railway on the 5' 6" gauge— (i) by a 2' 6" gauge line from Raghabpur station to meet the 5' 6" gauge railway on the west side of the Churni bridge; (ii) by extending (i) over the bridge right up to Ranaghat along the 5' 6" gauge alignment on a 4-rail mixed gauge. The detailed project estimates are awaited.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
<i>S—contd.</i>			
Sara bridge (Eastern Bengal and Assam).	...	.....	...
Sara-Sirajganj-Jagannathganj railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	(i) Sara to Sirajganj ... (ii) Sirajganj to Brahmaputra right bank. (iii) Brahmaputra left bank to Jagannathganj with Subarnakhali branch.	Surveyed ... Do. ... Do. ...
Saralkala-Abbottabad-Srinagar railway (North-West Frontier Province and Kashmir).	North Western railway	Saralkala to Srinagar <i>via</i> Abbottabad <i>Alternative</i> Mandra to Srinagar <i>via</i> Panjar...	Do. ... Do. ...
Satara Road-Satara City railway (Bombay).	Southern Mahratta railway.	Satara Road and Satara City ...	Surveyed ...
Sealtic-Lala Bazar tramway (Eastern Bengal and Assam).	...	.....	...
Shadipalli-Mehoo Suboo light railway (Bombay).	}	.....	...
Shadipalli-Samara light railway (Bombay).		.....	...
Shambhuganj-Gauripur branch (Eastern Bengal and Assam).		.....	...
Shibnibash-Kotchandpur-Magura branch (Bengal).	Eastern Bengal State railway.	The three alignments surveyed and estimated for are— (i) <i>via</i> Khallispur, Durgapur and Jhenida with a branch from Jhenida to Sulkopa. (ii) <i>via</i> Khallispur and Kaliganj direct to Magura with a branch from Kaliganj to Sulkopa. (iii) <i>via</i> Khallispur, Kaliganj and Jhenida with a branch from Jhenida to Sulkopa.	Surveyed ... Do. ... Do. ... Do. ... Do. ...
Shwebo-Thabeitkyin railway (Burma).	Burma railways	Shwebo and Thabeitkyin ...	Surveyed ...
Shwebo-Yeu light railway (Burma) (<i>New project</i>).	Burma railways	Shwebo and Yeu ...	Survey sanctioned ...
Sihor-Palitana branch (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Forbandar railway.	Sihor and Palitana ...	Surveyed ...
Silchar-Duarbund tramway (Eastern Bengal and Assam).	}	.....	...
Silchar-Tikalpur tramway (Eastern Bengal and Assam).		.....	...
Singhjani-Sherpore-Nalitabari railway (Eastern Bengal and Assam).	...	.....	...
Singia-Madaripur-Chandpur railway (Bengal and Eastern Bengal and Assam).	Eastern Bengal State railway.	Singia and Bhedarganj ...	Surveyed ...

DIX 38-A.—continued.

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	REMARKS.									
	Miles.	Rs.										
...	See " Ganges bridge at Godagari or Sara ".									
5' 6"	49'48	62,09,669	The estimates exclude the cost of a steam ferry across the Brahmaputra river amounting to Rs. 9,30,000.									
5' 6"	3'22	3,70,008	The project has been held over pending a decision on the question of a bridge over the Ganges at Sara.									
3' 3½"	26'05	15,38,521										
{	5' 6"	200	The project, as now revised, provides for a 5' 6" gauge line from Saraikala to Abbottabad worked as part of the North Western railway, and for a metre gauge line worked by electricity from Abbottabad to Srinagar, the portions within British and Kashmir territories being constructed and owned by the Government of India and the Durbar respectively.									
	3' 3½"	203										
	5' 6"	182										
	3' 3½"	185										
			A resurvey of the Saraikala-Abbottabad section, 48 miles, has been ordered with instructions to prepare comparative estimates on the 5' 6" gauge with ruling grades of 1 in 70 and 1 in 40 respectively.									
3' 3½"	10	...	The project estimates are awaited.									
...	See under " Cachar District tramways ".									
...	See under " Light railways in Sind ".									
...	See under " Dacca-Mymensingh railway extensions ".									
5' 6"	51'75	49,94,494	This branch was proposed on the 2' 6" gauge by a Calcutta firm in 1896 and is alternative to the Bongong-Kotchandpur line put forward by the late Bengal Central railway on the 5' 6" gauge. The Government of India expressed a preference for the former line and decided that it should be constructed on the same gauge (5' 6") as the parent line. Of the alignments examined, the Manager, Eastern Bengal State railway, recommends No. (iii), the branch to Sulkopa being postponed until the trend of traffic on the Kumar river north of Magura has been definitely ascertained.									
5' 6"	12'00											
5' 6"	48'00	53,07,874										
5' 6"	19'75											
5' 6"	55	52,49,115										
5' 6"	12											
3' 3½"	30'05	14,42,845	This line was proposed to tap the Kabwet collieries and to open up the Ruby Mines district. If it stops at Letkoben, in which case the collieries will be served equally well, the length would be 22'75 miles and cost Rs. 9,93,840.									
Not stated	22	...	This line has been designed to open up the country to be irrigated by the Shewbo and Yeu canals.									
3' 3½"	17	5,20,791	This line was proposed by the Palitana Durbar, by whom it will probably be constructed. It would facilitate pilgrimages to the sacred shrines of Palitana to which pilgrims flock twice a year and would also form part of the direct route to the port of Shiah Bet on the south coast of Kathiawar.									
...	See " Cachar District tramways ".									
...	See under " Dacca-Mymensingh railway extensions ".									
5' 6"	82'15	1,92,65,833	The cost by sections is as follows—									
			<table><tr><td></td><td>Miles.</td><td>Cost.</td></tr><tr><td>Singia to Madaripur</td><td>63'34</td><td>1,23,46,885</td></tr><tr><td>Madaripur to Bhedarganj</td><td>18'81</td><td>69,18,948</td></tr></table>		Miles.	Cost.	Singia to Madaripur	63'34	1,23,46,885	Madaripur to Bhedarganj	18'81	69,18,948
	Miles.	Cost.										
Singia to Madaripur	63'34	1,23,46,885										
Madaripur to Bhedarganj	18'81	69,18,948										
			The Madaripur-Bhedarganj section is considered impracticable on the grounds of cost.									

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
S—concl'd.			
Sirajganj-Ullapara railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Girajganj and Ullapara	Surveyed by the promoters
Sonaripur-Ramnagar ghat extension (United Provinces).	...	.....	...
Sonepat-Saharanpur branch (Punjab and United Provinces).	East Indian railway (Delhi-Umballa-Kalka).	Sonepat and Saharanpur	Not surveyed
Sointilla-Sonpur branch (Bengal)	Bengal-Nagpur railway	Sointilla and Sonpur	Surveyed
Southern Shan States railway (Burma).	Burma railways	Nyaungyan and Sang Hai	Surveyed
•			
Sri Madhopur-Borawar Chord (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Sri Madhopur and Borawar	Not surveyed
Sir Madhopur-Sikar branch (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Sri Madhopur and Sikar	Surveyed
Srimangal-Manumukh tramway (Eastern Bengal and Assam).	Assam-Bengal railway.	.....	...
Sutang-Madna tramway (Eastern Bengal and Assam).		.....	...
Sylhet District tramways—			
Sutang-Madna tramway (Eastern Bengal and Assam).		Sutang and Madna	Reconnoitred by the promoters.
Srimangal-Manumukh tramway (Eastern Bengal and Assam).		Srimangal and Manumukh	Ditto Ditto
Kalaura-Chhatak tramway (Eastern Bengal and Assam).		Kalaura and Chhatak via Sylhet	Ditto Ditto
Karimganj-Chandi Khira tramway (Eastern Bengal and Assam).		Karimganj and Chandi Khira with a branch from Pathar Kandi-Bazar to Magura Cherra.	Ditto Ditto
T			
Tando Muhammed Khan-Mirpur Buttora branch (Bombay).	...	.....	...
Taragupet (Bangalore)-Chikballapur light railway (Mysore).	...	.....	...
Taungup branch (Burma)	...	.....	...
Tinnevely-Tiruchendur railway (Madras).	South Indian railway	Tinnevely and Tiruchendur	Surveyed
Trichinopoly-Thondi branch (Madras).	South Indian railway	Trichinopoly and Thondi	Not surveyed

DIX 38-A.—continued.

* corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	REMARKS.
	Miles.	Rs.	
2' 6"	18	14,00,000	This line has been proposed for construction by private enterprise, in the interests of jute and other traffic, with the help of a guarantee from the District Board of Pabna. Further proposals are awaited from the promoters.
...	...	...	See "Dudhwa branch extension to Ramnagar ghat".
5' 6"	60	48,00,000	
5' 6"	48.24	30,62,444	This branch was projected to connect at Sonpur the Raipur-Vizianagaram railway with the Sambalpur-Khurda line.
2' 6"	112.2	68,57,667	This line was projected in order to afford railway communication between the wheat-growing districts in the Southern Shan States and the port of Rangoon. The Railway Board deputed an officer in 1906 to examine on the spot the project prepared for a 2' 6" gauge line and have since directed the preparation of a detailed project on the metre gauge in accordance with the report submitted by the officer.
3' 3½"	...	...	This chord has been suggested in order to reduce the through metre gauge mileage between Delhi and Karachi.
3' 3½"	30.68	8,69,413	
...	...	...	See under "Sylhet District tramways".
2' 6"	30	11,54,407	These lines were proposed in the interests of the tea industry and as feeders to the Assam-Bengal railway. The proposals fell through owing to the inability of the local administration to guarantee interest on capital at 3 per cent. per annum which the promoters had asked for.
2' 6"	22½	8,81,567	
2' 6"	53	20,04,376	The Kalaura-Chhatak project is superseded by the Kalaura-Sylhet line, which is now under construction.
2' 6"	43	12,00,000	
...	...	...	See "Lower Sind branches".
...	...	...	See "Bangalore (Taragupet)—Chikballapur light railway".
...	...	...	See under "Assam-Burma connection railway".
3' 3½"	37.60	20,52,003	This line has been proposed by the District Board of Tinnevely from whom proposals for its financing are awaited.
3' 3½"	86	37,50,000	A part of this scheme will probably be financed by the District Board of Madura.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
Trichinopoly-Tirukkoyilur railway (Madras).	South Indian railway ..	Trichinopoly and Tirukkoyilur ...	Reconnoitred ...
Tumsar road-Katangi railway (Central Provinces).	Bengal-Nagpur railway...	Tumsar road to Katangi ... Sidings to serve the mines ...	Surveyed ... Ditto ...
V.			
Vadnagar (or Visnagar)-Vijapur extension (Bombay).	...	.....	.....
Vaigai Valley railway (Madras) .	South Indian railway ...	Ammayanayakkannur to Kotagudi with extensions :— (i) Perivakulam to Krishnama Naik's tope. (ii) Near Theni (mile 39) to Uttamapalaiyam.	} See "Remarks" ...
Visnagar (or Vadnagar)-Vijapur extension (Bombay).	Bombay, Baroda and Central India railway (Gaekwar's Mehsana).	Visnagar to Vijapur ... <i>Alternative.</i> Vadnagar to Vijapur .	Surveyed ... Do. ...
Vizianagram-Bimlipatam branch (Madras).	Bengal-Nagpur railway	Vizianagram and Bimlipatam ...	Not surveyed ...
Y.			
Yerragudipad-Jammalamadugu branch (Madras).	Madras railway ...	Yerragudipad and Jammalamadu-gu.	Surveyed ...
Z.			
Zadabin-Zibingyi railway (Burma)	...	.....	.....

DIX 38-A—concluded.*corrected up to 31st December 1906.*

Gauge.	Length.	Estimated cost.	REMARKS.
	Miles.	Rs.	
3' 3½"	96.75	74,43,000	This line was recommended by the Madras Government in 1899 in substitution of the Salem-Porto Novo project and was also recommended by the Railway Commission of 1903 as part of the 5' 6" gauge route connecting India and Ceylon. It will shorten the distance between Madras and districts south of Trichinopoly by 37 miles. The South Indian Railway Company have, since the close of the year, been permitted to survey this line, the survey being adapted to the requirements of the 5' 6" gauge.
5' 6"	32.89	20,40,477	This line has been projected in order to serve the manganese mines in the Central Provinces.
5' 6"	10	5,44,435	
...	...	...	See "Visnagar (or Vadnagar)-Vijapur extension".
{ 2' 6"	55	{ See "Remarks"	This line was surveyed by a syndicate who estimated an approximate outlay of Rs. 29,377 per mile. A concession was granted to the syndicate in 1901, but in 1905 they renounced it owing to their inability to raise the capital required.
2' 6"	5		
2' 6"	18		
{ 3' 3½"	16	5,34,280	A large portion of this project is covered by the Ammayanayakkannur-Uttamipalaiyam line proposed by the District Board of Madura.
3' 3½"	16.92	..	
5' 6"	15	9,39,000	This line will lie entirely within the territory of the Baroda Darbar who will construct it. Earthwork for famine relief purposes was sanctioned in 1904.
{ 2' 6"	{ 24.05	10,45,004	In 1905 a Madras firm urged the construction of this line by the State in the interests of traffic in manganese, but the scheme is not supported by the Government of Madras.
5' 6"		12,46,831	
...	...	...	See "Assam-Burma connection railway".

APPENDIX 39.

Statement showing the total working expenses on the principal railways in India during the year 1906 and the ratio between coaching and goods under gross receipts, total train-mileage and gross ton-mileage.

5' 6" GAUGE LINES.

Number.	RAILWAY SYSTEM. (Vide APPENDIX 38.)	Total working expenses.	GROSS RECEIPTS.		TRAIN-MILES.		TON-MILES INCLUDING DEAD WEIGHT.	
			APPENDIX 18.		APPENDIX 18.		APPENDIX 18.	
			Item No. 21.	Item No. 89.	Item No. 22.	Item No. 90.	Item No. 73.	Item No. 109.
			Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.
		(In lakhs.)	(In lakhs.)	(In lakhs.)	(In thousands.)	(In thousands.)	(In millions.)	(In millions.)
1 (a)	Bengal-Nagpur ...	122.22	80.61	171.24	2,435.56	3,646.40	636.03	1,687.44
	Ratio ...	...	1	2.12	1	1.50	1	2.65
2 (a) to (f)	Bombay, Baroda and Central India ...	108.53	76.96	146.26	2,296.12	1,399.16	587.19	899.17
	Ratio ...	...	1	1.30	1.64	1	1	1.53
3 (a)	Eastern Bengal State ...	53.13	51.40	83.59	1,893.44	1,422.49	475.87	592.88
	Ratio ...	...	1	1.63	1.34	1	1	1.25
4 (a) to (d)	East Indian ...	321.75	251.00	562.05	7,527.83	9,818.47	2,342.72	6,095.27
	Ratio ...	...	1	2.24	1	1.30	1	2.60
5 (a) to (f)	Great Indian Peninsula ...	320.55	190.35	442.98	7,484.77	8,216.61	1,908.85	3,575.89
	Ratio ...	...	1	2.33	1	1.10	1	1.87
6 (a) to (d)	Madras ...	127.09	79.87	127.00	2,270.79	2,793.73	555.51	1,102.94
	Ratio ...	...	1	1.60	1	1.23	1	1.09
8 (a) & (b)	Nizam's Guaranteed State ...	18.43	11.32	34.82	331.61	740.59	94.80	298.01
	Ratio ...	...	1	3.08	1	2.23	1	3.14
9 (a) to (g)	North Western State ...	355.24	212.10	458.36	8,439.13	9,837.19	1,976.37	4,441.50
	Ratio ...	...	1	2.16	1	1.16	1	2.2
10 (a) & (b)	Oudh and Rohilkhand State ...	88.53	78.59	77.27	3,193.80	1,998.51	736.37	825.28
	Ratio ...	...	1.02	1	1.59	1	1	1.13

APPENDIX 39—concl'd.

Statement showing the total working expenses on the principal railways in India during the year 1906 and the ratio between coaching and goods under gross receipts, total train-mileage and gross ton-mileage.

3' 3½" GAUGE LINES.

Number.	RAILWAY SYSTEM. (Vide APPENDIX 38.)	Total working expenses.	GROSS RECEIPTS.		TRAIN-MILES.		TON-MILES INCLUDING DEAD WEIGHT.	
			APPENDIX 18.		APPENDIX 18.		APPENDIX 18.	
			Item No. 21.	Item No. 22.	Item No. 22.	Item No. 22.	Item No. 73.	Item No. 109.
			Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.
		(In lakhs.)	(In lakhs.)	(In lakhs.)	(In thousands)	(In thousands)	(In millions)	(In millions)
11 (a)	Assam-Bengal ...	37.92	16.96	22.41	618.76	977.19	114.46	216.81
	Ratio ...	...	1	1.32	1	1.58	1	1.89
12 (a) & (b).	Bengal and North-Western ...	68.93	64.08	78.27	2,624.79	2,363.23	495.29	626.01
	Ratio ...	...	1	1.22	1.11	1	1	1.26
14 (a) to (d).	Bhavnagar-Gondal-Junagad-Portbandar ...	10.98	11.83	9.00	372.04	236.44	59.30	49.63
	Ratio ...	...	1.31	1	1.57	1	1.20	1
15 (a)	Burma ...	98.70	71.40	82.47	2,029.06	3,088.61	412.14	689.15
	Ratio ...	...	1	1.16	1	1.52	1	1.67
3 (b) and (c).	Eastern Bengal State ...	58.32	41.20	56.80	1,335.29	1,209.64	201.16	250.72
	Ratio ...	...	1	1.38	1.03	1	1	1.59
8 (e)	Hyderabad-Godavari Valley ...	16.11	10.32	19.18	373.82	560.73	69.39	111.45
	Ratio ...	...	1	1.86	1	1.60	1	1.60
18 (a) to (e).	Jodhpur-Bikaner ...	18.60	14.66	26.12	568.89	791.89	108.90	164.20
	Ratio ...	...	1	1.71	1	1.29	1	1.58
2 (g) to (m).	Rajputana-Malwa ...	129.47	97.14	175.70	8,709.67	4,261.48	657.91	1,212.32
	Ratio ...	...	1	1.81	1	1.13	1	1.84
20 (a) & (b).	Rohilkund and Kumaon ...	12.57	11.07	12.13	390.98	391.72	90.77	84.24
	Ratio ...	...	1	1.10	1	1.03	1.08	1
21 (a) to (j).	South Indian ...	81.00	79.41	62.67	2,393.50	2,274.63	412.84	479.01
	Ratio ...	...	1.27	1	1.05	1	1	1.16
22 (a) to (j).	Southern Mahratta ...	74.12	45.56	75.42	1,990.24	2,864.59	313.15	592.55
	Ratio ...	...	1	1.66	1	1.44	1	1.69

APPENDIX 40.

Memorandum by the Railway Board on the results of Indian Railway working 1906-1907 and proposals for 1907-1908, as published in the Financial Statement.

CAPITAL EXPENDITURE.

The capital expenditure during the year 1906-1907 will amount to Rs. 14,61,16,000 (£9,741,100) being nearly a crore in excess of the expenditure for the year 1905-1906.

2. The expenditure in 1905-1906 includes a sum of approximately 114½ lakhs advanced to the Delhi-Umballa-Kalka Railway Company for the construction of the Kalka-Simla railway, and adjusted against the head "48—State Railways, Construction" on purchase of the railway from the Company by Government. Excluding this special item, the increase over the expenditure in 1905-1906 will be nearly 2½ crores.

3. For the year 1907-1908 these figures have been greatly reduced. The estimate provides for spending a sum of 13½ crores (£9,000,000), a reduction of 10 per cent. on the provision of last year.

4. Under the head of lines already open, including the provision for additional rolling stock, the amount expended in 1906-1907 will be 919½ lakhs (£6,129,300), showing an advance of about 151 lakhs over the expenditure under the same head for the previous year. Under the same heads in 1907-1908 provision is made for 1,013½ lakhs (£6,755,000), an increase of about 10 per cent.

5. A comparison showing capital expenditure for 1907-1908 and the previous five years is contained in the following statement:—

	Lines already open, including additional rolling stock.	LINES UNDER CONSTRUCTION.		Total.	Equivalent in sterling.
		Started in previous years.	Started in current year.		
	Lakhs.	Lakhs.	Lakhs.	Lakhs.	£
1902-1903 (actual expenditure) .	4,81.74	4,52.50	71.52	10,05.76	6,705,064
1903-1904 (" ") .	5,58.77	3,13.68	84.62	9,57.07	6,380,468
1904-1905 (" ") .	5,02.76	4,86.91	88.62	10,78.29	7,188,600
1905-1906 (" ") .	7,68.19	5,49.46	32.26	13,49.91	8,999,430
1906-1907 (latest grants) .	9,19.39	5,10.20	31.57	14,61.16	9,741,100
1907-1908 (proposed grants) .	10,13.24	3,36.76	...	13,50.00	9,000,000

6. The information showing in detail how the expenditure in 1906-1907 and 1907-1908 will be distributed is contained in statement A attached to this memorandum.

The programme for 1907-1908 as originally framed contemplated an outlay of Rs. 15 crores. Financial considerations, however, necessitated its reduction to Rs. 12 crores, for which figure it received Secretary of State's sanction. It was subsequently increased by Rs. 1½ crores and now stands at Rs. 13½ crores.

APPENDIX 40—contd.

7. The mileage of lines of all gauges open to traffic on 1st April 1906 was 28,611 and under construction 2,534; on 1st April 1907 there will be 29,571 open and 2,535 under construction. At the end of the coming year there will be 1,703 miles under construction.

RAILWAY REVENUE ACCOUNT.

8. The Railways of India, taken as a whole, have for a succession of years shown a balance to the credit of general revenues, after allowing for working expenses, interest on capital expended, charges for annuities in redemption of capital and miscellaneous railway expenditure. The following table shows the approximate figures for 1906-1907 compared with the actual results for the previous five years :—

[Figures in rupees, omitting 000.]

	Gross receipts.	Working expenses.	Interest charges, etc.	Surplus of Revenue over expenditure.	Equivalent in sterling.
	R	R	R	R	£
<i>Actuals—</i>					
1901-1902 . . .	80,33,90	14,23,85	14,88,06	1,26,99	846,600
1902-1903 . . .	30,20,08	14,74,08	15,11,66	34,34	228,900
1903-1904 . . .	32,33,68	15,56,72	15,47,86	1,29,10	860,700
1904-1905 . . .	36,03,37	16,94,32	15,93,23	3,15,82	2,105,600
1905-1906 . . .	36,89,12	*16,95,16	16,93,67	3,00,29	2,001,900
<i>Estimate—</i>					
1906-1907 . . .	39,71,89	19,14,29	17,33,96	3,23,64	2,157,800

*Note—The figures to end of 1904-1905 include the companies' shares of surplus profits, now shown under interest charges, etc.

Compared with the results of the previous year the figures for 1906-1907 show an improvement of Rs. 23,35,000 (£155,900). The receipts are more by Rs. 2,82,77,000 (£1,885,200), the working expenses are higher by Rs. 2,19,13,000 (£1,460,900), while interest charges, etc., have increased by Rs. 40,29,000 (£268,400).

GROSS RECEIPTS.

9. In 1905-1906 the gross receipts of railways showed a large improvement over those of the previous year consequent on the opening of new lines, development of passenger traffic on existing lines, and larger movements of food grains as a result of scarcity in Guzerat, Kathiawar, Central India and certain districts in the Madras and Bombay Presidencies. The improvement was general on all railways with the exception of the North Western railway, on which there was a falling-off of over 60 lakhs due mainly to short exports of wheat to Europe owing to the uncertainty as to the prospects of the wheat crops of 1906-1907.

10. In the current year while there has been a set-back in the earnings of the Great Indian Peninsula railway due to a falling-off in traffic in raw cotton, wheat and other grains, the earnings from other railways have continued to expand, notably under goods traffic of the East Indian railway, and in jute and grain traffic on the Eastern Bengal State railway, the latter being the result of scarcity in Eastern Bengal. The earnings of the Indian Midland railway also show a phenomenal increase due to large movements of food grains and other merchandise, while those of the North Western railway are expected to reach practically the same figures as were obtained in 1904-1905.

APPENDIX 40—contd.**11. The more important increases are :—**

					Rs.
East Indian ...	...	...	...	...	38,69,000
Eastern Bengal State ...	...	...	...	...	40,01,000
Indian Midland ...	...	...	...	...	24,22,000
North Western ...	...	...	...	...	61,88,000
The principal decrease being :—					
Great Indian Peninsula ...	...	...	...	...	19,92,000

WORKING EXPENSES.

12. The increase in working expenses during the year 1906-07 is estimated to amount to Rs. 2,19,13,000 (£1,460,900). This increase to a large extent is due to increased traffic on certain lines of which the North-Western, Eastern Bengal States and Indian Midland railways are the most prominent examples.

These three lines will have earned more than a crore and a quarter of rupees (£833,300) in excess of their earnings during the previous year, and this increase in earnings necessitates increased working expenses.

13. That working expenses would tend to increase was indicated by the Railway Board in their memorandum of last year. The reasons that were given for their opinion apply now as when written a year ago.

14. Railways in India have now to run faster trains, provide better carriages, improve the conditions under which third class passengers are carried, introduce a more elaborate system of signalling, and generally conduct their business under more up-to-date methods than were in use in the past.

15. Some of these improvements will lead to increased revenue. Some will not, but have to be provided to meet the public demands.

16. The cost of many of these improvements being in the nature of renewals has to fall to a considerable extent on revenue.

17. During the period this raising of the standard is being carried out working expenses must rise, though in the end, under some items, more economical working should be secured.

18. To enable railways to carry the heavy traffic offering the permanent-way has to be improved and girders strengthened. Most lines now when making branches wish to use their light main line rails in these branches and renew the main line with heavier rails.

19. This is a sound business arrangement, but carrying out the policy indicated means that revenue has to renew before the rail itself is nearly worn out. The result is increased debits to revenue for a time, causing increased working expenses. The Board hope that a practical solution may be found to meet this difficulty, so that working expenses may be steadied and not liable to unnecessary fluctuations.

NEW LINES TO BE CONSTRUCTED.

20. Owing to the reduction in the programme, the heavy demands on account of open lines, and the large mileage of lines at present under construction, no expenditure on new lines is proposed during the year 1907-08.

OPEN LINE REQUIREMENTS.

21. The total amount allotted during 1907-1908 to open lines, *viz.*, 10,18½ lakhs (£6,755,000) out of a total for the year of 13,50 lakhs (£9,000,000), has been divided between general open line requirements and additional rolling-stock requirements approximately as follows :—

					Lakhs.
					Rs.
1907-1908	{ Open line requirements	...	...	...	445½
	{ Rolling-stock	...	...	...	568

APPENDIX 40—contd.

This shows a decrease of 64 lakhs under open line requirements and an increase of 186 lakhs under rolling-stock, in comparison with the provision made under these heads in 1906-1907, the figures for which were as follows:—

				Lakhs.
1906-1907	{ Open line requirements	...	...	509
	{ Rolling-stock	...	...	382

ROLLING-STOCK.

22. In their memorandum on the Budget last year, the Railway Board definitely stated that the then standard of equipment of Indian Railways in the matter of rolling-stock was below the requirements. Acting on this opinion they made the very large provision of 382 lakhs, to be spent for rolling-stock during the year 1906-1907, and this money has all been spent. The sum of 382 lakhs represents in sterling about $2\frac{1}{2}$ million pounds and was $\frac{1}{4}$ of a million pounds sterling more than the allotment provided for 1905-1906.

23. For the ensuing year 1907-1908, they have made a provision of 568 lakhs or about $3\frac{3}{4}$ million sterling for rolling-stock, which provision has met in full the demands of all railways for grants for rolling-stock for that year.

This increased provision of rolling-stock, coupled as it is with the necessity for providing additional sums for open line works, to enable the increased stock to be worked efficiently, has exhausted the funds at the Board's disposal, with the result that no new lines can be put in hand, until next year at the earliest.

24. The Railway Board are as fully aware, as the public are, of the urgent necessity for more rolling-stock, and have consistently done as much as they were able, with the funds placed at their disposal.

COMMUNICATION BETWEEN PASSENGERS AND GUARD OF A TRAIN.

25. The provision of an effective means of communication between passengers and the guard being a matter that seriously affects the safety of the travelling public, orders were issued by the Railway Board for the adoption on all railways in India of the type of communication now in general use in England. The North Western, Oudh and Rohilkund and Eastern Bengal State railways were instructed to at once provide this means of communication on new and rebuilt stock, and to fit the communication to the existing stock of all classes as rapidly as possible. The work of fitting the existing carriages of companies' railways is, with certain exceptions, required to be completed within two years from the date of the order.

GENERAL.

26. In order to encourage imports into tracts suffering from fodder famine the administration of the North Western railway was instructed to help the movement of *bhusa* from the Punjab, and specially from the canal colonies by quoting low rates. Rates were accordingly reduced by them, and the Oudh and Rohilkund, East Indian, Bombay, Baroda and Central India, Jodhpur-Bikaner and Gwalior Light railways followed suit. These reductions resulted in great benefit to the famine-stricken tracts.

27. Attention is invited to statements B and C attached to this memorandum which contain information of interest.

APPENDIX 40—contd.

STATEMENT A.

Statement of anticipated capital expenditure on railways, open and under construction, for the year 1907-1908.

(Figures in lakhs and decimals of lakhs.)

No.	RAILWAY.	Grants allotted for 1906-1907.	Distribution grants during 1907-1908.
A.—OPEN LINES.		R	R
I. (i)—STATE, BY STATE AGENCY.			
1	Eastern Bengal— Main line	59.19	91.79
2	Murshidabad Branch		
3	Kaunia-Bonarpara		
4	Jodhpur-Hyderabad (British section)	0.14	—0.18
5	North Western— Main line	184.16	159.27
6	Jech-Doab (Southern section)	7.09	1.18
7	Kalka-Simla	45.94	5.07
8	Rohri-Samasata, doubling	39.34	13.65
9	Shahdara-Sangla	8.01	2.65
10	Oudh and Rohilkhand— Main line	26.04	32.08
11	Allahabad-Jaunpur	4.50	1.66
12	Warora Colliery	—1.68	...
13	Reserve . . . . .	...	163.42
Total Open lines, State, by State Agency		374.44	470.59
1. (ii)—STATE, BY AGENCY OF COMPANIES.			
14	Assam-Bengal	25.15	25.04
15	Bengal and North-Western— Tirhoot	22.25	16.96
16	Sakri-Jainagar		
17	Bombay, Baroda and Central India— Main line	15.39	15.03
18	Palanpur-Deesa	0.02	...
19	Rajputana-Malwa	35.41	27.23
20	Rewari-Phulera	3.60	0.24
21	East Indian— Main line	160.10	102.45
22	Agra Junction-Belanganj	10.00	8.01
23	Great Indian Peninsula— Main line	49.54	94.18
24	Agra-Delhi chord	4.64	2.25
25	Bhopal-Itarsi (British section)	0.91	1.70
26	Madras— Nilgiri	0.53	1.20
27	North-East line	6.80	14.52
28	Nizam's Guaranteed State— Bezwada extension	0.03	0.03
Carried over		334.37	305.40

APPENDIX 40—*contd.**Capital Expenditure on Railways, 1907-1908—contd.*

(Figures in lakhs and decimals of lakhs.)

No.	RAILWAY.	Grants allotted for 1906-07.	Distribution of grants during 1907-08.
		Rs.	Rs.
	Brought forward	334 37	305 40
	A.—OPEN LINES—<i>concl'd.</i>		
	I. (ii)—STATE, BY AGENCY OF COMPANIES—<i>concl'd.</i>		
	South Indian—		
29	Main line	27 00	28 25
30	Travancore branch (Native State section)	0 03	0 20
31	„ „ (British section)	0 20	0 20
	Southern Mahratta—		
32	Guntakal-Mysore Frontier	0 05	0 10
	Total Open Lines, State, by Agency of Companies	361 65	334 15
	II.—FROM CAPITAL OF OLD GUARANTEED COMPANIES.		
	Madras—		
33	Main line	22 02	26 70
34	Calicut-Azhikal	12	0 40
35	Bombay, Baroda and Central India	11	...
	Total Open Lines, Old Guaranteed Companies	23 15	27 10
	III.—FROM CAPITAL OF COMPANIES OTHER THAN OLD GUARANTEED COMPANIES.		
	Bengal-Nagpur—		
36	Main line	80 91	9 71
37	Midnapur-Jherriah		90 18
38	Satpura (Jubbulpur-Gondia)		
39	Sini-Midnapur-Cuttack-Calcutta		
	Burma—		
40	Main line.	45 02	42 60
	Great Indian Peninsula—		
41	Indian Midland	12 44	24 91
	Rohilkund and Kumaon—		
42	Lucknow-Bareilly	2 18	4 55
	Southern Mahratta—		
43	Main line	7 74	9 15
44	Mysore Section.	3 82	...
	Total Open Lines, other Companies	100 11	181 10
	IV.—FROM CAPITAL OF BRANCH LINE COMPANIES WITH FIRM GUARANTEE.		
45	Hardwar-Dehra	0 04	0 30
	Total Open Lines, Branch Line Companies	0 04	0 30

APPENDIX 40—contd.

Capital Expenditure on Railways, 1907-1908—contd.

(Figures in lakhs and decimals of lakhs.)

No.	RAILWAY.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1905-1906.	Grants allotted during 1906-1907.	Distribution of grants during 1907-1908.
		Milos.	Rs.	Rs.	Rs.	Rs.
B.—CONSTRUCTION OF LINES.						
I. (i)—STATE, BY STATE AGENCY.						
<i>Lines in Progress.</i>						
46	Coonoor-Ootacamund	12	24.40	9.67	6.58	4.50
47	Eastern Bengal— Forbesganj-Nepal Frontier	6.5	2.22	0.65	1.07	0.17
48	Golukganj-Gauhati	151	92.26	54.81	29.40	20.02
49	Katihar-Godagari	105	101.86	36.60	35.50	16.00
50	Nagda-Mutta— Main line	344	298.11	82.39	137.00	67.00
51	Baran-Kotah	40	37.59	1.07	19.00	13.00
52	North-Western— Khushalgarh-Kohat conversion and Indus Bridge	34	31.92	11.16	11.19	5.32
53	Kohat-Thal conversion	57	30.32	}	4.42	2.00
54	Thal-Parachinar	59.6	85.22			
55	Lodhran-Khanewal	56	45.15	...	7.80	15.72
56	Loi-Shilman	38	100.00	8.70	21.79	6.00
57	Shorkot Road-Chichoki	131	81.34	...	4.45	17.28
58	Quetta-Nushki	83	90.06	85.12	2.46	...
TOTAL		...	10,24.45	289.57	280.66	169.01
I. (ii)—STATE, BY AGENCY OF COMPANIES.						
<i>Lines in Progress.</i>						
59	Assam Bengal— Akhaury-Bhairab Bazar	19	14.30	1.79	1.84	4.05
60	Kalaura-Khooscara	16	7.80	...	0.29	4.09
61	Bengal and North-Western— Tirhoot extensions	209	117.43	92.96	23.50	10.38
62	Burma— Dagu Loop	66	40.05	...	52.82	9.00
63	Henzada-Kyangin	66	54.59	18.64		
64	Pegu-Moulmein	122	112.88	65.65		
65	East Indian— Bhagalpur-Bausi	31	23.31	1.87	3.00	37.73
66	Gya-Hariharpur	100	144.69	192.16	15.00	
67	Hariharpur-Barakar	48	74.54		6.00	
68	Hooghly-Katwa	65	58.46	1.45	5.00	
69	Khurja-Ilapur	39	25.98	13.19	14.00	
70	Katwa-Barharwa	103	86.87	...	0.70	
71	Ondal-Sainthia	45	43.55	37.15	6.20	
72	Great Indian Peninsula— Harbour Branch	8	45.61	6.98	8.67	9.77
73	Warora-Bellarpur	38	31.94	16.07	14.13	1.50
Carried over		...	881.50	447.91	151.15	101.02

APPENDIX 40—contd.

Capital Expenditure on railways, 1907-1908—contd.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1906-1907.	Grants allotted during 1906-1907.	Distribution of grants during 1907-1908.
		Milos.	Rs.	Rs.	Rs.	Rs.
	Brought forward		881.50	447.91	151.15	101.02
	B.—CONSTRUCTION OF LINES—concl'd.					
	I. (ii)—STATE, BY AGENCY OF COMPANIES—concl'd.					
	Lines in Progress—concl'd.					
	Madras—					
74	Azhikal-Mangalore	77	129.05	106.21	20.30	3.49
	Southern Mahratta—					
75	Dhone-Kurnool (section of Hyderabad-Guntakal, No. 58)	32	11.32	...	1.00	4.00
	South Indian—					
76	Rameswaram Extension	12	35.19	4.00	.91	...
	TOTAL	...	10,57.06	559.02	173.36	108.51
	II.—FROM CAPITAL OF OLD GUARANTEED COMPANIES.	...	...	...	...	...
	III.—FROM CAPITAL OF COMPANIES OTHER THAN OLD GUARANTEED COMPANIES.					
	Lines in Progress.					
	Bengal-Nagpur—					
77	Gondia-Chanda	223	109.39	3.33	41.61	25.50
78	Kampti-Ramtek	17	7.42	...	4.37	1.74
79	Nainpur-Mandla	32	11.55	...	1.17	5.00
80	Pench Valley	29	16.53	8.93	2.30	0.50
81	Purulia-Ranchi	72	39.83	2.66	21.43	10.50
82	Raipur-Vizianagram	311	250.42	...	7.37	10.00
	TOTAL	...	435.14	14.92	78.25	53.24
	IV.—FROM CAPITAL OF BRANCH LINE COMPANIES WITH FIRM GUARANTEE.					
	V.—FROM CAPITAL OF LOCAL BOARDS.					
	Lines in Progress.					
83	Bowbada-Masulipatam	50	22.93	4.00	9.50	6.00
	TOTAL	...	...	...	14,61.16	13,50.00

APPENDIX 40—contd.

Capital Expenditure on railways, 1907-1908—concl'd.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Distribution of grants for 1907-1908.	
ABSTRACT BY OPEN LINES AND CONSTRUCTION.		Rs.	Rs.
A.—CAPITAL FOR OPEN LINES.			
I. (i) State, by State agency		470.59	
I. (ii) State, by agency of Companies		334.15	
II. Old Guaranteed Companies		27.10	
III. Other Companies		181.10	
IV. Branch Line Companies		0.30	
TOTAL OPEN LINES			10,13.24
B.—CAPITAL FOR LINES IN PROGRESS AND NEW LINES.			
I. (i) State, by State Agency		109.01	
I. (ii) State, by agency of Companies		108.61	
II. Old Guaranteed Companies . . . . .		...
III. Other Companies		53.24	
IV. Branch Line Companies . . . . .		...
V. Local Boards		6.00	
TOTAL LINES IN PROGRESS AND NEW LINES			336.76
GRAND TOTAL			13,50.00
ABSTRACT SHOWING DISTRIBUTION BY FUNDS.			
I.—From Imperial Funds.	(i) State, by State agency	(a) Open Lines	470.59
		(b) Construction	169.01
	Total (i)		639.60
	(ii) State, by agency of Companies	(a) Open Lines	334.15
		(b) Construction	108.61
	Total (ii)		442.66
	TOTAL I		10,82.26
	II.—From Capital of old Guaranteed Companies	(a) Open Lines	27.10
		(b) Construction . . . . .	...
	TOTAL II		27.10
III.—From Capital of Companies other than old Guaranteed Companies.	(a) Open Lines	(a) Open Lines	181.10
		(b) Construction	53.24
	TOTAL III		234.34
IV.—From Capital of Branch Line Companies with firm Guarantee.	(a) Open Lines	(a) Open Lines	0.30
		(b) Construction . . . . .	...
	TOTAL IV		0.30
V.—From Capital of Local Boards	(a) Open Lines	(a) Open Lines . . . . .	...
		(b) Construction	6.00
	TOTAL V		6.00
TOTAL I TO V		(a) Open Lines	10,13.24
		(b) Construction	336.76
GRAND TOTAL		13,50.00	13,50.00

APPENDIX 40—contd.

STATEMENT B.

Statement showing proposed lines which are under negotiation for construction by private Companies.

No.	NAME OF RAILWAY.	Length.	Estimated cost.
	<i>Bombay—</i>	Miles.	Rs.
1	Dholka-Dhandhuka-Ranpur . . .	58	Not stated.
2	Idar Road to Bramhakhed . . .	32	Do.
3	Mirpur Khas-Jhudo . . .	46	(a)
	<i>Bombay and Hyderabad (Nizam's)—</i>		
4	Tadwale to Latur . . .	37	Not stated.
	<i>Eastern Bengal and Assam—</i>		
5	Mymensingh <i>via</i> Netrokona to Bara-Ari, with branch from Shambhuganj to Gauripur . . .	36	22,16,000
6	Singhjani <i>via</i> Sherpur to Nalitabari . . .	25	12,39,000
7	Sirajganj-Ullapara . . .	18	11,00,000
	<i>Madras—</i>		
8	Tinnevely-Tiruchendur . . .	38	20,52,000
	<i>Punjab—</i>		
9	Rawalpindi-Murree, with extensions to Kuldana and Gharial . . .	40	36,89,000
	<i>Punjab and Rajputana—</i>		
10	Borawar-Hissar . . .	180	33,07,790

(a) £55,000 (or Rs. 8,25,000 at Rs. 15=£1) is proposed to be raised for the construction of this line.

APPENDIX 40--contd.

STATEMENT C.

Memorandum on the Construction of Railways.

Open lines on 1st April 1906.

At the commencement of 1906-07, i.e., on the 1st April 1906, the total length of railways open for traffic was 28,611.07 miles, made up as follows :—

Open lines on 1st April 1906.		Miles.	Miles.	At the commencement of 1906-07, i.e., on the 1st April 1906, the total length of railways open for traffic was 28,611.07 miles, made up as follows:—	
(i)	Eastern Bengal North Western Orissa and Bolikhanda	497.05 1,166.08	1,663.13	(a)	5,268.80
(ii)	Agra-Delhi Chord (c)	125.81		(b)	1,166.08
	Bengal-Nagpur	1,069.78			
	Bewada Extension (d)	20.84			
	Bhopal-Hard (British section) (c)	131.11			
	Bombay, Baroda and Central India	504.35	7,363.02	(c)	504.35
	East Indian	1,909.79			
	Godhra-Rutlam-Nagda (f)	141.14			
	Great Indian Peninsula	1,581.63			
	Ludhiana Midland (e)	809.09			
	Madras (North-East line) (g)	497.19		(d)	497.19
(iii)	Madras	...	904.01		
(iv)	Hardwar-Dehra (i)	...	32.04		
	South Bihar (j)	78.76			
	Southern Punjab (k)	435.33			
(v)	Southern Punjab (Ludhiana) Extension (k)	164.60	814.07		
	Tapti Valley (f)	155.48			
(vi)	A. Delhi-Umballa-Kalka (j)	...	102.36		
	B. Turkestan (j)	...	22.23		
	C. Bhopal-Hard (Native State section) (c)	44.29			
	Bhopal-Ujjain (e)	113.27			
	Dina-Goonna-Baran (e)	145.63			
	Kolar Gold Fields (g)	0.98			
	Nagda-Ujjain (f)	34.32	711.33		
	Nizam's Guaranteed State	330.00			
	Peklad-Cambay (Anand-Tarnapur section) (f)	21.50			
	Peklad-Cambay (Tarnapur-Cambay section) (f)	12.31			
	Jammu and Kashmir (Native State section) (k)	15.94			
	Ludhiana-Dhuri-Jahhal (k)	79.86	201.69		
	Rajputana-Bhilai (k)	107.05			
	Tarnapur-Bariwal (Metre gauge link)	...	78.00		
(viii)	Eastern Bengal—				
	Behar, Kumaon-Dhubri and Northern sections (including the British section of the Santrabari extension and the Ranaghat-Krishnagar and Terai-Kurigram branches)	698.88	853.39		
	Dacca section	85.99			
	Assam-Bongal	775.28			
	Bellary-Rayadurg (m)	33.36			
	Burma	1,340.18			
	Coastal-Mysore frontier (m)	119.60			
	Hopet-Katwa (n)	43.08			
	Jodhpur-Hyderabad (British section) (n)	123.98			
	Lucknow-Hareilly (o)	237.74			
(ix)	Mysore section (Southern Mahratta) (m)	206.22	7,614.00		
	Nilgiri (o)	18.69			
	Palaupur-Dacca (f)	17.29			
	Rajputana-Malwa (f)	1,782.34			
	South Indian	1,123.05			
	Southern Mahratta	1,047.04			
	Tinnevely-Quilon (Travancore) (British section) (g)	80.44			
	Tirhoot (o)	613.20			
(x)	Tanjore District Board (g)	...	90.46		
	Ahmedabad-Dholka (f)	38.60			
(xi)	Ahmedabad-Parant (f)	54.70	138.99		
	Myderabad-Jodhpur-Jaunagarhganj (a)	50.60			
	Rohilkhand and Kumaon	...	100.02		
	B. Dibru-Sadiya	...	77.50		
(xii)	C. Bengal-Duars	...	38.40		
	Bengal and North-Western	923.86			
	Dugai-Duars Extension	116.60	1,045.21		
	Dugai	4.79			
(xiii)	Leodo and Tikah-Margherita (f)	...	8.80		
	Bhavnagar-Gondal-Jannagad-Forbandar	334.19			
	Bikaner	245.33			
	Dharwad-Ga (i)	20.88			
	A. Jannagar (a)	64.23	1,320.03		
	Jodhpur-Rajkot (e)	40.21			
	Jodhpur	403.80			
	Morvi	94.04			
	Udaipur-Ghat	67.30			
(xiv)	Baru-Shilonga (m)	37.02			
	Gadwar's Mehsana (f)	92.63			
	Hindupur (Yasvantpur-Mysore frontier) (m)	51.35			
	Hyderabad-Gondal Valley (d)	391.13			
	B. Koliapur (m)	33.18	814.99		
	Mysore-Nanjangud (m)	29.27			
	Rhoraur-Coolin (g)	15.80			
	Tinnevely-Quilon (Travancore) (Native State section) (g)	64.75			
	Vinapur-Kalad-Kadli (f)	87.98			
	Karakal-Parad (g)	41.37			
(xv)	Pondicherry (g)	7.85	73.80		
	West of India Portuguese (m)	61.10			
	Dandot Light (2' 6") (k)	6.18			
(xvi)	Jorhat (2' 0")	39.25			
	Khushalnagar-Kohat-Thal (2' 6") (k)	91.73	168.41		
	Nowshera-Dargal (2' 6") (k)	40.25			
	Jubbulpore-Gondia Extension (2' 6") (g)	245.05			
(xvii)	Kalka-Simla (2' 0")	69.44			
	Mohapur-Dharwadpur (2' 0") (g)	18.14	404.25		
	Balpur-Dharwad (2' 0") (g)	69.44			
	Tirupattur-Krishnagiri (3' 0") (g)	25.38			
	A. Barjaling-Himalayan (2' 0")	61.00			
	Banton-Duyinzaik (2' 6")	7.76	68.76		
	Baratag-Bawati Light (2' 0")	26.00			
	Bukhtinpur-Bihar Light (2' 0")	18.50			
(xviii)	B. Howrah-Amra Light (2' 0")	37.19	121.60		
	Howrah-Shekhali Light (2' 0")	19.75			
	Tegpur-Balajaya Light (2' 0")	20.10			
	Dana Light (2' 0")	27.93			
	C. Pewayan Light (2' 0") (g)	39.50	67.43		
(xix)	Tarakshwar-Magra Light (2' 0")	...	33.27		
	A. Cutch (2' 0")	...	11.86		
	Gadwar's Dabholi (2' 6") (f)	64.49			
	Gwallior Light (2' 0") (e)	183.83			
(xx)	B. Mourbhani (2' 6") (e)	32.41	373.43		
	Parikymedi Light (2' 6") (g)	24.02			
	Rajpilla (2' 6") (f)	37.37			
	C. Cooch Behar (2' 0") (a)	...	33.60		

- (c) Includes 5.63 miles of military line not used for public traffic and 26.28 miles of mixed (5' 6" and 3' 3 3/8") gauge line between Bhatinda and Kot Kapura, worked over by the North Western State Railway and Rajpootana-Malwa railways.
- (d) Includes 10.70 miles of mixed (5' 6" and 3' 3 3/8") gauge line between Bara Baska, 0.59 mile on the Cawnpore Bridge and 1.81 mile of 3' 3 3/8" gauge line between the Oudh and Rohilkhand State Railway Cantoument and the Bengal and North-Western Railway City stations at Benares.
- (e) Worked by the Great Indian Peninsula Railway Company.
- (f) Worked by the Mysore and the Nizam's Guaranteed State Railways Company.
- (g) Includes 39.23 miles of 3' 3 3/8" gauge line between Mangram and Walihaw.
- (h) Worked by the Bombay, Haroda and Central India Railway Company.
- (i) Worked by the Madras Railway Company.
- (j) Includes 1.40 mile of mixed (5' 6" and 3' 3 3/8") gauge line between Beswada and Kistna Block hut and 1.07 mile of 3' 3 3/8" gauge line between Kistna Block hut and Tadepalli.
- (k) Worked by the Oudh and Rohilkhand State railway.
- (l) Worked by the East Indian Railway Company.
- (m) Worked by the North Western State railway.

- (1) Extends 300 miles of the Lucknow-Bareilly railway between Aishbagh and Bareilly, worked over, but includes 187½ miles of mixed (6' 6" and 3' 3½") gauge line between Aishbagh and Bareilly and 0·69 mile of the Oudh and Rohilkhand State railway on the Cawnpore Bridge.
- (m) Worked by the Southern Mahratta Railway Company.
- (n) Worked by the Jodhpur-Bikaner railway.
- (o) Worked by the Rohilkhand and Kumaon Railway Company.
- (p) Includes 2·10 miles at Ujjain, 2½ miles between Agra Cantonment and Jamma East Bank and 0·94 mile between Lohgarh and Gwalior and Bikaner Cabin, Delhi, laid on the 6' 6" gauge, and 26·28 miles of mixed (6' 6" and 3' 3½") gauge line between Kot Kapura and Bhatinda, worked over by the Rajputana-Malwa and North Western State railways.
- (q) Worked by the South Indian Railway Company.
- (r) Worked by the Bengal and North-Western Railway Company.
- (s) Worked by the Eastern Bengal State railway.
- (t) Worked by the Assam Railways and Trading Company.
- (u) Includes 5·28 miles of Bhanuagar Dooz estate and Junaagar quarry line.
- (v) Includes 1½ miles of Bhavagar-Goonj-Jungung-Parbandar railway.
- (w) Includes 3·93 miles of the Bedi Branch of the Gwalior State line.
- (x) Includes 20·70 miles of 2' 6" gauge line between Vankar and Morvi.
- (y) Worked by the Bengal-Nagpur Railway Company.

APPENDIX 40—contd.

And the mileage under construction or sanctioned for construction on the same date, was 3,304·98 miles, as follows:—

	Miles.	Miles.
5' 6" gauge—		
(i) State lines worked by the State	090 56	
(ii) State lines worked by companies	916 22	
(iii) Branch line companies' railways assisted by Government under "Rebate" terms	26 85	
		1,633 63

3' 3½" gauge—

(iv) State lines worked by the State	227 3
(v) State lines worked by companies	425 38
(vi) District Boards' lines	49 50
(vii) Assisted companies' lines—	
	Miles.
A. Subsidized by the Government of India	92 60
B. Subsidized by local Governments	8 50
C. Receiving land only from Government	95 23
	193 73
(viii) Native State lines worked by companies	82 78

980 70

Special (2' 6" and 2' 0") gauges—

(ix) State lines worked by the State	6 80
(x) State lines worked by companies	329 66
(xi) Assisted companies' lines—	
	Miles.
A. Subsidized by District Boards	12 50
B. Receiving land only from Government	208 32
	220 82
(xii) Native State lines—	
A. Worked by Native States	44 63
B. Worked by companies	66 66
C. Worked by State railway agency	22 02
	138 31

680 59

TOTAL 3,304 98

There was thus a grand total of railways completed and in hand, on the 1st April 1906, of miles 31,916 05

Lines under construction and sanctioned on 31st March 1906.

	Miles.	Miles.	Miles.
(I) Eastern Bengal—			
Kakrakhali Chord	2 35		
Laigola to Laigola Ghat	2 75	11 00	
Panchocoria to the Ganges river (a)	6 00		
Nagda-Muttra—			
Kotah to Baran	40 00	383 98	
Nagda to Muttra	843 98		
(i) North Western—			680 66
Kacha Garhi to mile 23	23 00		
Lodhran to Khauewal	56 59		
Bargoda to Shorkot Road	103 14	383 98	
Shahdara to Sangli	65 85		
Oudh and Rohilkhand—			
Phaphauan to Zafarabad			57 59
Ambikhal-Mangalore			77 27
Bogal-Nagpur—			
Rhojundh to Hariharpur	25 61		
Rhojundh to Pathadhi	2 38	340 51	
Branch line near Kanoodih	1 27		
Vizianagram to Raipur	310 33		
East Indian—			
Agra direct access	1 75		
Barbaria to Katwa	39 14		
Bhagalpur to Bausi	31 04		
Borachuk to Bodepur	4 50		
Chord line between the East Indian and Oudh and Rohilkhand State railways near Mughal Sarai	1 19		
Ghat line to Dhulian	1 00		
Ghat line to Rajmangra	2 27	410 11	916 22
Hooghly to Katwa	65 30		
Khurja to Hapur	38 87		
Manpur to Dhanbaid	131 49		
Mile 170½ from Howrah on the Jharia branch to Chandore	4 19		
Nagri to Kanunda	1 59		
Ondal to Sainthia	43 63		
Great Indian Peninsula—			
Kurla to Mazagaon	6 51		
Mahim link	1 38	46 43	
Warora to Bellerapur	37 59		
Madras (North-East line)—			
Korukkupettai to Basin Bridge		0 85	
(II) Salem-Attur (b)		38 08	
Amritsar-Patiala			26 85
(iv) Eastern Bengal—			
Forbesganj to the Nepal Frontier	6 80		
Katihar to Godaguri	106 00	227 27	
Kokrajhar to the Brahmaputra river opposite Goalai	118 87		
Assam-Bengal—			
Akhaura to Ashuganj	19 00	35 00	
Kalaure to the Khoosara river	16 00		
Burma—			
Thamaling to Malagaon		6 70	
Burma Extension—			
Benrada to Kyangin	65 66	180 93	
Pegu to Martaban (b)	121 27		
Nilgiri—			
Coonoor to Ootacamund		11 50	425 38
South Indian—			
Maudapata to Banowaram Temple	10 13		
Tangachimadam to Port Amphall	1 71	20 83	
Tirupachettai to Sivaganga	9 00		
Tirhoot—			
Balragnia-Narkatiganj	58 05		
Bhagalpur Kachery to Bhagalpur	0 79	164 43	
Mani to Bhupathi	0 37		
Narkatiganj to Bagaha	26 00		
Sahara to Murliganj	18 61		
(vi) Berwada-Masulipatam			4 50
A. Rohilkund and Kumaon—			
Lalkut to Kashipur	45 00	92 00	
Mandabadi to Ramnagar	47 00		
(vii) B. Dibru-Sadiya—			
Talap to Sakhoa Ghat		5 50	
C. Bengal and North-Western—			
Dharonda to Maharajganj	3 40		
Ganmari to Jarwa	13 55	96 23	
Gorakhpur to Bagaha	60 04		
Savan to Thawe	17 83		
(viii) Gaskwar's Mehsana—			
Chansama to Bechrari	18 74	38 11	
Kanund Road to Harji	21 37		
(ix) Jaipur—			
Nawal to Siwai Madhopur		40 67	81 78
Sangli—			
Miraj to Sangli Town		4 00	
(ia) Jullundur-Kapurthala-Sultanpur (British section) (c)—			0 80
Jullundur to the British Frontier			
Gondia-Chanda (2' 6")—			
Gondia to Chanda	148 85	213 40	
Panni (Brahmapur) to Nagpur	63 75		
(x) Jubbulpore-Gondia Extension (2' 6")—			320 06
Khirsadoh to Burkuhi	5 08	44 08	
Khirsadoh to Birgora	7 76		
Nainpur to Mandla	39 14	72 28	
(xi) Purulia-Ranchi (2' 0")—			
A. Howrah-Kolkata Light (2' 0")—			
Aspur to Champadanga (b)		9 00	18 50
Aspur to Rajbhat (b)		2 50	
(xii) Baral Light (2' 0")—			
Baral Road Junction to Pandharpur	30 37	51 03	
Kusumb to Tadvala	20 30		
Dwara-Thoria Light (2' 6")—			
Dwara to Maolong (d)	13 50	19 50	
Maolong to Thoria Ghat (b)	6 00		308 32
(xiii) Matheran (2' 0")—			
Neral to Matheran		12 79	
Shahdara (Delhi)-Saharanpur Light (2' 6")—			
Sahut to Matheran	30 00	125 00	
Shahdara to Saharanpur	96 00		
(xiv) Cutch (2' 6")—			
Anjar to Dhuj	25 30	44 83	
(xv) Dhulpur-Barl (2' 6")—			
Dhulpur to Barl (2' 6")—	19 25		
(xvi) B. Gwalior Light (2' 0")—			
Sabalgarh to Shilpur			66 66
(xvii) C. Jullundur-Kapurthala-Sultanpur (Native State section)—			
Sultanpur to the British Frontier (c)			22 03

(a) Constructed but not worked.
(b) Commencement of work not authorised.

(c) Commencement of work not authorised and question of gauge not finally settled.
(d) Completion deferred.

APPENDIX 40—contd.

New Lines authorized.

During 1906-1907, i.e., from 1st April 1906 to the 31st March 1907, 520·20 miles of new railway have been authorized as follows:—

	Miles.	Miles.	Miles.		Miles.	Miles.
(i) North Western— Shorkot Road to Chichoki Thal to Parachinar Oudh and Rohilkhand— Balamau to Sitapur Rosa to Sitapur	180·80 50·00 37·12 51·38	190·40	278·88			
(ii) Bengal-Nagpur— Kamptee to Kamtek Kandri branch Sint to Gurusalahini East Indian— Topsot to Baraboni	14·74 2·63 43·00 9·31	61·27	70·88	5' 6" gauge—		
				(i) State lines worked by the State	278·88	
				(ii) State lines worked by companies	70·88	
						349·46
(iii) Burma— Nekhen to Hegayet Hospet-Kottur— Ramanand Junction to Ramanamalai Karnool Road-Kurnool	66·25 4·98 32·00	108·21		3' 3½" gauge—		
(iv) Bengal and North-Western— Burhwal to Sitapur	59·80			(iii) State lines worked by companies	103·21	
(v) Cackwar's Mehsana— Kheralu to Dabhora	7·73			(iv) Assisted companies' lines receiving land only from Government	69·80	
				(v) Native State lines worked by com- panies	7·73	
						170·74
				TOTAL	520·20	
Lines opened or likely to be opened.						
(vi) Eastern Bengal— Kakargachi Chord North Western— Shahdara to Sangla Shorkot Road to Bargaoda Oudh and Rohilkhand— Phaphamau to Zafarabad	2·75 55·50 103·14 54·18	168·64	210·07	5' 6" gauge—		
(vii) Ashikil-Mangalore Bengal-Nagpur— Bhojindh to Gomoh (Hariharpur) Branch line near Khanodih East Indian— Khurja to Itapur Manpur to Dhanbad Tatimari (Nagri) to Kasnada Ondal to Sahibp Great Indian Peninsula— Wara to Belharpur Madras (North-East line)— Korrukuppelal to Basin Bridge	77·27 25·04 1·97 37·87 122·17 1·50 94·06 37·59 0·85	27·01 217·50	360·91	(vi) State lines worked by the State	219·07	
(viii) Amritsar-Paoli	27·40			(vii) State lines worked by companies	350·91	
				(viii) Branch line companies' railways assisted by Government under "Rebate" terms	27·49	
						597·47
(ix) Hospet-Kottur— Ramanand Junction to Ramanamalai South Indian— Pamban beach to Rameswaram (x) Tirhoot— Bairagnia to Narkatinganj Mani to Baptnali Narkatinganj to Bagaha Bahara to Murliganj	4·00 6·95 58·05 60·37 25·62 19·01	171·56		3' 3½" gauge—		
(xi) Tanjore District Board— Arantangi Quarry Branch (a)	3·00			(ix) State lines worked by companies	174·56	
(xii) Mysenagly-Jannapur Jagannathganj— New line laid at Jagannathganj (a)	2·53			(x) District Board's lines	3·90	
(xiii) Bengal and North-Western— Dharonda to Maharnaganj Gainsari to Jarwa Gomahpur to Bagaha Savan to Thawa	3·00 9·27 60·94 17·83	92·14		(xi) Branch line companies' railways assisted by Government under "Rebate" terms	2·53	
(xiv) Sangli— Miraj to Sangli	4·44			(xii) Assisted companies' lines receiving land only from Government	92·14	
				(xiii) Native State lines worked by com- panies	4·44	
						277·57
(xv) Jabalpur-Gondia Extension (2' 6")— Khilrandh to Barkuhi Khilrandh to Sigora Raipur-Dhamtari (2' 6")— Kajim to Kajim Town (a)	6·06 7·70 0·78	12·84	13·62	Special (2' 6" and 2' 0") gauges—		
(xvi) Barai Light (2' 6")— Barai Road Junction to Pandharpur Kusamb to Tadwale Matheran (2' 0")	30·31 20·36 12·61	50·27	63·18	(xiv) State lines worked by companies	13·62	
				(xv) Assisted companies' lines receiving land only from Government	63·18	
						76·80
				TOTAL	951·84	

* Correction of mileage.

(a) These lines are not shown as under construction at the beginning of the year as no intimation was received of their being under construction.

APPENDIX 40—contd.

The total length of open line at the commencement of 1907-1908, i.e., on the 1st April 1907 will, therefore, be 29,571·32† miles, comprising—

5' 6" gauge—	Miles.	Miles.
(i) State lines worked by the State	6,150·92	
(ii) State lines worked by companies	7,720·15	
(iii) Companies' lines guaranteed by Government under the old contracts	904·01	
(iv) Companies' lines guaranteed by Government under modern contracts	32·04	
(v) Branch line companies' railways assisted by Government under "Rebate" terms	842·11	
(vi) Assisted companies' lines—		
A. Subsidized by the Government of India	162·36	
B. Receiving land only from Government	22·23	
	184·59	
(vii) Native State lines—		
A. Worked by companies	711·32	
B. Worked by State railway agency	201·60	
	913·01	
		15,746·83
3' 3½" gauge—		
(viii) State lines worked by the State	852·94	
(ix) State lines worked by companies	7,781·52	
(x) District Boards' lines	103·36	
(xi) Branch line companies' railway assisted by Government under "Rebate" terms	141·42	
(xii) Assisted companies' lines—		
A. Subsidized by the Government of India	117·87	
B. Subsidized by local Governments	77·50	
C. Subsidized by District Boards	36·40	
D. Receiving land only from Government	1,137·42	
	1,369·19	
(xiii) Unassisted companies' lines	8·50	
(xiv) Native State lines—		
A. Worked by Native States	1,326·63	
B. Worked by companies	2,145·45	
	73·60	
(xv) Lines in Foreign Territory	12,475·98	
Special (2' 6" and 2' 0") gauges.		
(xvi) State lines worked by the State	227·85	
(xvii) State lines worked by companies	353·74	
(xviii) Assisted companies' lines—		
A. Subsidized by Local Governments	58·76	
B. Subsidized by District Boards	121·60	
C. Receiving land only from Government	130·61	
	310·97	
(xix) Unassisted companies' lines	33·27	
(xx) Native State lines—		
A. Worked by Native States	11·67	
B. Worked by companies	372·41	
C. Worked by State railway agency	83·60	
	417·68	
	1,348·61	
TOTAL		29,571·32

Open line on 1st April 1907.

(i)	Eastern Bengal	800·20	
(ii)	North Western	(a) 5,427·40	6,120·00
	Oudh and Rohilkhand	(b) 1,333·28	
(iii)	Agra-Jaithi Chord (c)	* 135·90	
	Aizawl-Mangalore (d)	77·97	
	Bengal-Nagpur	* 1,752·83	
	Bezwala extension (e)	20·68	
(iv)	Bhopal-Patal (British Section) (e)	13·11	
	Bombay, Baroda and Central India	(f) 504·35	7,720·15
	East Indian	2,300·00	
	Godhra-Buland-Nagda (g)	141·14	
	Great Indian Peninsula	1,890·22	
	Indian Midland (e)	* 900·88	
	Madras (North-East line) (d)	(h) 498·04	
(v)	Madras	...	904·01
(vi)	Hardwar-Delhi (i)	...	83·94
	Amritsar-Patiala (j)	...	
	South Bihar (k)	27·40	
(vii)	Southern Punjab (j)	78·70	
	Southern Punjab (Ludhiana) Extension (j)	433·33	542·11
	Tapil Valley (g)	135·05	
(viii)	A. Delhi-Umbla-Roika (k)	150·45	
	B. Bikaner (i)	...	163·20
	Bhopal-Patal (Native State Section) (e)	...	23·88
	Bhopal-Ujjain (e)	44·20	
	Bina-Gooma-Baran (e)	113·27	
	Kolar old-Bieda (d)	145·63	
	Nagda-Ujjain (g)	9·58	
	Nagda-Ujjain (g)	34·31	711·32
(ix)	Nagda-Ujjain (g)	330·14	
	Patiala-Cambay (Anand-Tarapur section) (g)	31·70	
	Patiala-Cambay (Tarapur-Cambay section) (g)	* 12·30	
	Jammu and Kashmir (Native State section) (j)	15·93	
	Jammu-Dhru-Jakhal (j)	79·60	801·00
	Jammu-Bhatinda (j)	107·05	
	Gwalior-Buchwal (Metric gauge line)	(i) 79·00	
(x)	Eastern Bengal	...	
	Behar, Kumaon-Dhru and Northern section (including the British section of the Santalpur extension and the Ranaghat-Krishnagar and Tota-Kurman branches)	* 667·48	652·94
	Daro section	80·92	
	Assam Bengal	778·20	
	Bellary-Rayadrug (m)	32·85	
	Burma	1,240·16	
	Gurukul-Mysore Frontier (m)	110·00	
	Ilupet-Kuttur (m)	46·00	
	Jodhpur-Hydrabad (British section) (n)	123·66	
	Lucknow-Bareilly (o)	237·04	
(xi)	Mysore section (Southern Mahratta) (m)	298·23	7,781·52
	Nagpur (d)	14·90	
	Nagpur-Da. (g)	17·28	
	Rajpata-Malwa (g)	(p) 1,774·36	
	South Indian	1,137·00	
	Southern Mahratta	1,048·04	
	Tanjore-Dhru (Travancore) (British section) (g)	40·46	
	Tirhoot (r)	* 770·83	
(xii)	Tanjore District Board (q)	...	103·36
	Alwar-Lahar-Dhru (g)	33·60	
(xiii)	Alwar-Lahar-Dhru (g)	51·21	141·42
	Mysore-Krishnagar Jagannathan (g)	51·21	
	A. Rohilkhand and Kumaon	...	* 117·87
	B. Dabra-Bahia	...	77·60
	C. Bengal and North Western	* 1,016·07	36·40
	D. Bengal Doors Extension	116·56	1,137·42
	Deocher	4·70	
(xiv)	Leda and Tikak-Margherita (r)	...	8·50
	Dhru-Bandar-Bandar-Jungad-Porbandar	(s) 334·10	
	Bikaner	241·76	
	Dhru-Bandar (v)	20·53	
	Jammu (e)	(w) 51·28	1,326·63
	Jaisalmer-Rajkot (v)	46·31	
	Jodhpur	463·09	
	Morvi	(x) 94·64	
	Udaipur-Chitor	67·30	
	Birur-Mh. (m)	27·63	
	Gokwar's Mohana (g)	93·63	
(xv)	Hindupur (Hindupur-Mysore Frontier) (m)	61·85	
	Hydrabad-Jodavari Valley (e)	391·13	
	Jaimi (q)	32·13	
	Kolhat (e)	28·27	
	Mysore-Nanjangod (m)	15·40	618·79
	Nagpur (m)	4·41	
	Shoranur-Cochin (d)	64·75	
	Tinnelly-Quilon (Travancore) (Native State section) (j)	37·98	
	Vengal-Kolhat-Kadi (g)	41·37	
	Nagpur-Patal (g)	14·05	
(xvi)	Nagpur-Patal (g)	7·58	73·00
	Nagpur-Dhru (Travancore) (Native State section) (j)	61·70	
	Nagpur-Dhru (Travancore) (Native State section) (j)	61·70	
	Nagpur-Dhru (Travancore) (Native State section) (j)	61·70	
	Nagpur-Dhru (Travancore) (Native State section) (j)	61·70	
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	Nagpur-Dhru (Travancore) (Native State section) (j)	61·70	
	Nagpur-Dhru (Travancore) (Native State section) (j)	61·70	
	Nagpur-Dhru (Travancore) (Native State section) (j)	61·70	

Appendix 40—contd.

Lines under construction and sanctioned on 31st March 1907.

	Miles.	Miles.	Miles.
Eastern Bengal—			
Lalgola to Lalgola Ghat	275	875	
Panchooria to the Ganges river (a)	600		
Nagda-Muttra—			
Kotah to Baran	40'00	343'98	
Nagda to Muttra	343'98		
North Western—			
Kacha Gachi to mile 29	23'00	754'83	
Khushalgarh bridge and approaches	3'63		
Lodhrau to Khanawal	36'50	273'02	
Shorkot Road to Chichoki	130'80		
Thal to Panchmair	69'00		
Oudh and Rohilkhand—			
Balamau to Sitapur	37'12	88'41	
Rosato to Sitapur	61'30		
Bengal-Nagpur—			
Kamptee to Ramtek	14'71		
Kandri branch	2'63	31'80	
Sini to Gurumehini	41'00		
Vizianagram to Raipur	310'62		
East Indian—			
Agra direct access	1'75		
Bardonia to Katwa	99'14		
Bhagalpur to Bansi	31'01		
Borachuk to Sulepur	4'60		
Choudi line between the East Indian and Oudh and Rohilkhand State railways near Meghal Sarai	1'10	210'55	635'83
Ghat line to Dabulim	1'06		
Ghat line to Sahjapara	2'50		
Houghly to Katwa	65'20		
Mile 170½ from Howrah on the Jharia branch to Chandore	4'16		
Tajpore to Baraboul	9'31		
Great Indian Peninsula—			
Kurla to Mazgaon	8'61	7'81	
Mahim link	1'32		
Salem-Attur (b)	30'06		
(iii) Eastern Bengal—			
Forbanganj to the Nepal Frontier	6'50	227'37	
Katihar to Godugari	103'00		
Kokrajhar to the Brahmaputra river opposite Gauhati	115'57		
Assam-Bengal—			
Akshara to Ashganj	10'00	35'00	
Kalaura to the Khooceara river	10'00		
Burma—			
Naikun to Baganet	60'25	72'05	
Thammy to Salagun	0'70		
Burma Extensions—			
Heizada to Kyangin	65'67	180'03	
Fugu to Marlabau	121'21		
(iv) Kurnool Road-Kurnool			
Kurnool Road-Kurnool	32'00	353'30	
Nikuni—			
Concoor to Ootacamund	11'75		
South Indian—			
Portion of the Ramswaram extension	3'17		
Tungachinnadam to Port Anuphill	1'11	1,388	
Tiruppathetnai to Sivaganga	0'00		
Tirhoot—			
Bhagpur Kachery to Bhagpur	0'70		
(v) Bezwada-Masulipatam			
Bezwada-Masulipatam		49'47	
(vi) A. Rohilkhand and Kumaon—			
Lalua to Kadiyap	38'43	84'13	
Moradabad to Kannagar	47'00		
B. Dibru-Sadiya—			
Talpa to Saikha Ghat		8'50	
C. Bengal and North-Western—			
Burhat to Sitapur		89'80	
(vii) Gawkwar's Mohana—			
Chausama to Rechrari	10'71		
Khata to Dabhora	7'73	16'81	
Masaud Road to Haraj	21'37		
(viii) Jalpur—			
Nawai to Siwal Madhapur		80'65	
(viii) Jullundur Kapurthala-Sultanpur (British section) (c)—			
Jullundur to the British frontier		0'81	
(ix) Gondia-Chanda (2' 6")—			
Gondia to Chanda (b)	143'05	212'40	
Front (British spur) to Nagpur (b)	63'75		
Jabalpur-Gondia Extension (2' 6")—			
Nagpur to Mundla	32'14	310'93	
Pandla-Bauchi (2' 6")	72'28		
(x) A. Howrah-Amra Light (2' 0")—			
Amra to Champadanda (b)	0'00	12'50	
Amra to Rajbuthal (b)	1'50		
B. Dacca-Thorn Light (2' 0")—			
Dacca to Maling (c)	13'50	19'50	
C. Madone to Thorn Light (2' 0")—			
Shahdara (Delhi)-Saharanpur Light (2' 6")	30'00	114'50	
Baraut to Meerut	30'00		
Shahdara to Saharanpur	93'00	125'00	
(xi) A. C. C. (2' 6")—			
Amra to Bhul	25'38	44'63	
Chabur-Bur (2' 6")	10'25		
B. Gaur Light (2' 0")—			
Sabalgah to Shepur		40'30	
C. Jullundur-Kapurthala-Sultanpur (Native State section)—			
Sultanpur to the British Frontier (c)		22'02	

(a) Constructed but not worked.

(b) Commencement of work not authorized.

(c) Commencement of work not authorized and question of gauge not finally settled.

† Made up as follows—

Completed and in hand at the beginning of 1906-07

Sanctioned during 1906-1907.

Add—

Malkera-Mohuda section of the Bengal-Nagpur railway

hitherto excluded

Khushalgarh bridge and approaches North-Western State

Railway hitherto excluded

Net increase due to corrections of mileage

Deduct—

Shajidil-Parthadil link of the Bengal-Nagpur railway

abandoned

And the mileage under construction or sanctioned for construction on the 31st March 1907 will be 2,873·17 miles, made up as follows:—

	Miles.	Miles.	Miles.
5' 6" gauge—			
(i) State lines worked by the State		754'83	
(ii) State lines worked by companies		635'63	
		1,390'46	
3' 3½" gauge—			
(iii) State lines worked by the State		227'37	
(iv) State lines worked by companies		353'30	
(v) District Boards' lines		49'47	
(vi) Assisted companies' lines—			
A. Subsidized by the Government of India	84'12		
B. Subsidized by Local Governments	8'50		
C. Receiving land only from Government	59'80		
		152'42	
(vii) Native State lines worked by companies		86'49	
		869'05	
Special (2' 6" and 2' 0") gauges—			
(viii) State lines worked by the State		6'80	
(ix) State line worked by companies		316'82	
(x) Assisted companies' lines—			
A. Subsidized by District Boards	12'00		
B. Receiving land only from Government	144'50		
		157'00	
(xi) Native State lines—			
A. Worked by Native States	44'63		
B. Worked by companies	66'30		
C. Worked by State railway agency	29'02		
		139'95	
		613'66	
TOTAL			2,873'17

Making a grand total of railways completed and in hand, at the commencement of 1907-1908 of miles † 32,444'49

And showing, after allowing for lines abandoned and corrections of mileage, an advance on the previous year of miles 528'44

(d) Completion deferred.

* Correction of mileage.

Miles.

21,910'05

520'30

22,430'35

3'24

3'63

3'65

22,440'77

3'20

22,444'49

Appendix 40—concl'd.

It is expected that the following lengths of unfinished line will be opened for public traffic in 1907-1908 :—

	Miles.	Miles.
5' 6" gauge—		
(i) State lines worked by the State	144.88	
(ii) State lines worked by companies	26.85	
		171.73
3' 3½" gauge—		
(iii) State lines worked by the States	36.00	
(iv) State lines worked by companies	217.68	
(v) District Boards' lines	49.47	
(vi) Assisted companies' lines subsidized by the Government of India	84.12	
(vii) Native State lines worked by companies	86.49	
		473.76
Special (2' 6" and 2' 0") gauges—		
(viii) State lines worked by companies	72.24	
(ix) Assisted companies' lines receiving land only from Government	93.00	
(x) Native State lines worked by Native States	19.25	
		186.53
TOTAL		832.02

Leaving the undermentioned lines for completion in 1908-1909 or later :—

	Miles.	Miles.	Miles.
5' 6" gauge—			
(xi) State lines worked by the State	609.95		
(xii) State lines worked by companies	608.78		
			1,218.73
3' 3½" gauge—			
(xiii) State lines worked by the State	191.37		
(xiv) State lines worked by companies	135.62		
(xv) Assisted companies' lines—			
A. Subsidized by Local Governments	8.50		
B. Receiving land only from Government	59.80		
		68.30	
			395.29
Special (2' 6" and 2' 0") gauges—			
(xvi) State lines worked by the State	6.80		
(xvii) State lines worked by companies	244.54		
(xviii) Assisted companies' lines—			
A. Subsidized by District Boards	12.50		
B. Receiving land only from Government	49.50		
		62.00	
(xix) Native State lines—			
A. Worked by Native States	25.39		
B. Worked by companies	6.39		
C. Worked by State railway agency	22.02		
		113.79	
			427.13
TOTAL			2,041.15

	Miles.	Miles.	Miles.
(i) Eastern Bengal—			
Lalgola to Lalgola Ghat	2.75		
Nagda-Muttia—			
Nagda to Kotah	136.80		144.88
North Western—			
Khushalgarh bridge and approaches	3.68		
(ii) Bengal-Nagpur—			
Kamptee to Kamtek	14.74		
Kandri branch	2.63		17.37
(iii) East Indian—			
Agra direct access	1.75		36.85
Great Indian Peninsula—			
Kurla to Maragao	6.51		
Mabim link	1.32		7.83
(iii) Eastern Bengal—			
Forbesganj to the Nepal Frontier	6.50		
Kotaijhar to Duni	29.50		36.00
(iv) Assam-Bengal—			
Akhaura to Ashuganj	19.00		
(v) Burma Extensions—			
Hondola to Kyangin	65.00		
Pegu to Martaban	131.37		196.83
(vi) Nilgiri—			
Coomoor to Ootacamund	11.75		
(vii) Berwara-Masulipatam			49.67
(viii) Rohilkund and Kumaon—			
Lalkua to Kashipur	36.43		
Moradabad to Ramnagar	47.69		84.12
(ix) Gackwar's Mohana—			
Chansama to Bechratt	16.74		
Kerati to Duhura	7.72		
Mannud Road to Harij	21.37		45.84
(x) Jaipur—			
Navat to Sival Malhotpur	40.85		86.49
(xi) Punjab-Banohi (2' 6")			72.24
(xii) Shahdara (Delhi) Saharanpur Light (2' 0")			93.00
(xiii) Dholpur-Bari (2' 0")			19.25
(i) Eastern Bengal—			
Panchooria to the Ganges river (a)	6.00		
Nagda-Muttia—			
Kotah to Baran	40.00		
Kotah to Muttia	205.48		245.48
(ii) North Western—			
Kacha Garhi to mile 29	23.00		
Lodhran to Khanawal	60.69		
Shorkot Road to Chichokli	130.80		200.99
Thal to Parachinar	50.00		
(iii) Oudh and Rohilkhand—			
Balawan to Sitapur	37.12		
Nosa to Sitapur	51.38		88.50
(iv) Bengal-Nagpur—			
Sili to Gurumashini	44.00		
Vizianagram to Raipur	310.02		354.02
(v) East Indian—			
Barharwa to Katwa	99.14		
Bhagalpur to Buxi	31.04		
Bomohuck to Sodepur	4.50		
(vi) Chord line between the East Indian and Oudh and Rohilkhand State Railways near Mochal Surai			
Ghat line to Dholian	1.06		
Ghat line to Sajimpara	2.50		
Houghly to Katwa	66.20		
Mile 17½ from Howrah on the Jharra branch to Chandore	4.14		
Tapan to Barabani	9.31		
(vii) Salem-Attur (b)			30.06
(xiii) Eastern Bengal—			
Bijai to the Brahmaputra river opposite Gauhati	60.37		
Kathar to Godagari	106.00		166.37
(xiv) Assam-Bengal—			
Kalaia to the Khoosara river	16.00		
(v) Burma—			
Neikhan to Begayet	60.26		
Thamaling to Malagaon	6.70		73.93
(vi) Karnool Road Karnool			33.00
(vii) South Indian—			
Portion of the Rameswaram extension	3.17		
Tanzachumadam to Port Amphill	1.21		
Trupphachottai to Sivagunga	9.00		13.88
(viii) Tirhoot—			
Bhagalpur-Kachery to Bhagalpur	0.79		
(ix) A Dihru-Badia—			
Talup to Salkha Ghat			8.20
(x) B. Bengal and North-Western—			
Burlwal to Sitapur			69.20
(xi) Jullundur-Kapurthala-Sultanpur (British section)—			
Jullundur to the British Frontier (c)			6.60
(xii) Goudia-Chanda (2' 6")—			
Goudia to Chanda (b)	146.05		
Penui (Brahmapur) to Nagpur (a)	63.75		213.40
(xiii) Jubbulpur-Goudia Extension (2' 6")—			
Nainpur to Mandia			32.14
(xiv) A. Howrah-Amia Light (2' 0")—			
Aulpur to Chomelanga (a)			9.00
Aulpur to Rajbhat (a)			3.50
(xv) Dwarra-Therra Light (2' 6")—			
Dwarra to Mupkon (d)	13.50		
Moolong to Therra (d)	6.00		19.50
(xvi) B. Shahdara (Delhi) Saharanpur Light (2' 0")—			
Barant to Meerut			30.00
(xvii) A. Catch (2' 6")—			
Anjar to Rhal			38.38
(xviii) B. Gwalior Light (2' 0")—			
Sahalgari to Shilpur			66.39
(xix) C. Jullundur-Kapurthala-Sultanpur (Native State section)—			
Sultanpur to the British Frontier (c)			2.08

(a) Constructed but not worked.

(b) Commencement of work not authorized.

(c) Commencement of work not authorized and question of gauge not finally settled.

(d) Completion deferred.

APPENDIX 41.

No. 514 R. C. of 1896.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

Simla, the 17th April 1896.

Terms on which the Government of India are prepared to consider offers for the construction by the agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

Read—

Public Works Department resolution No. 924 R.C., dated 15th September 1893.

Public Works Department resolution dated 29th March 1895.

OBSERVATIONS—Many of the applications made under the above resolutions show that the terms for the construction of branch or feeder lines of railway have not been fully understood.

The Government of India have accordingly resolved to cancel the previous resolutions above quoted upon this subject, and to issue a fresh resolution embodying a summary of the concessions which (the previous assent of any railway company concerned having been first obtained) they are now prepared to give for the construction of branch or feeder railways, such concessions being usually confined to lines not exceeding 100 miles in length.

2. It should be clearly understood that these concessions are not applicable to the larger or more important railways or to mountain branches, for which separate negotiations are in all cases necessary.

RESOLUTION.—Branch lines forming feeders, whether to State lines worked by the State or to railways worked by companies, will ordinarily be made by the main line administrations who shall have a prior right to construct them.

The Government of India will, from time to time, publish a list of branch lines for the construction of which they are prepared to receive tenders.

They will consider and dispose of any application for the inclusion in the said list of any other line which can properly be described as a branch or feeder line, and which does not, except in special circumstances, exceed 100 miles in length.

2. Proposals for the construction of branch lines under this resolution must conform to the following terms and conditions :—

- (i) Applicants must satisfy the Government that they are in a position to command substantial financial support.
- (ii) The gauge to be adopted must be approved by the Government in each case.
- (iii) The proposed railway shall be subject to the provisions of all Acts of the Legislature applicable to Indian railways.
- (iv) The proposed railway shall be built in accordance with the fixed and moving dimensions for the time being prescribed by the Governor General in Council, and on plans and estimates that have been approved by that authority. The route of the line, the situation of stations, and other similar details shall be subject to approval by the Government.

APPENDIX 41—*contd.*

- (v) The line, while under construction, shall be inspected when and so often as an inspecting officer appointed for that purpose by the Government may consider desirable with a view to ensure the construction of the line up to the standard agreed upon.
- (vi) Inasmuch as these railways are chiefly required for the development of country hitherto deficient in means of communication, and the anticipated profits may not therefore at once be fully realised the Government of India are prepared to give financial assistance as set forth below. Proposals for financial concessions may be made in one or other of the following alternative forms:—

- (a) It may be stipulated that, after the opening of the railway for traffic, the Government shall guarantee out of the revenues of India a fixed yearly minimum dividend in rupees on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India, with such share of the surplus net profits as may be agreed upon. The minimum dividend to be guaranteed in each particular case will depend upon consideration of the circumstances, but for the present no offer will be entertained that requires a guarantee exceeding 3 per cent. ; or

- (b) It may be provided that a payment be made to the branch company by the main line to the extent necessary, together with the branch company's share of branch earnings [see section (6) of paragraph 3] to give the branch company a dividend of $3\frac{1}{2}$ per cent. per annum on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India, provided always that the payment so made to the branch company shall in no case exceed the net earnings of the main line from traffic interchanged with the branch. This rebate will be granted from the first earnings of revenue by the branch, such payment being calculated at the close of the year, payments on account, however, subject to adjustment, being permissible at the close of the first-half of each year. The net earnings of the main line from traffic interchanged with the branch are assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole system including the branch bear to the gross earnings thereof. If the net earnings of the branch line equal or exceed $3\frac{1}{2}$ per cent. on the actual expenditure as above, the whole of such earnings will go to the branch company.

In either of the above cases, (a) or (b), if the capital is raised in sterling the capital to be entered in rupees in the company's books in India shall be the actual amount realised in rupees from time to time by the several remittances of funds to provide for expenditure in India, together with the sterling outlay from time to time in England converted into rupees at the average rate of exchange obtained by the Secretary of State for his remittances during the half-year preceding that in which the outlay shall have been incurred, and the capital expenditure in rupees on which the interest is from time to time to be calculated for the purposes of the guarantee or rebate, as the case may be, shall be the total outlay whether in India or England up to any such time as thereto charged.

- (vii) The general character of the supervision and control that will be exercised by the Government over the branch railway, apart from

APPENDIX 41—*contd.*

the provisions of the Railways Acts and the preceding provisions of this resolution, shall be as follows:—

- (a) No capital expenditure by the branch railway company will be allowed as between the Secretary of State and the company unless the prior sanction of the Secretary of State shall have been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Secretary of State or to borrow money except within a fixed limit and on specified conditions.
 - (b) The branch railway company, if required, shall keep capital accounts and statistics in forms approved by the Secretary of State; and shall render, free of cost, all accounts and statistics required by the Government. The accounts and books will be subject to audit on behalf of Government.
 - (viii) Funds for the execution of new works, properly chargeable to capital, found necessary after the branch railway has been opened to public traffic shall be provided by the branch railway company. Such works and their cost shall be agreed upon between the branch railway company and the main line administration before they are put in hand. In the event of any difference of opinion arising between the branch railway company and the main line administration as to the necessity for and the cost of any new work, the matter shall be referred to the Director of Railway Construction as arbitrator, and his decision shall be final.
 - (ix) The rates and arrangements in force on State railways in the matter of services rendered to all departments of the State shall apply.
3. The following are the principal additional concessions admissible for branch or feeder railways for the construction of which tenders may be invited:—
- (1) The Secretary of State for India in Council, or the Government of India, respectively, will permit the charge of interest, at a rate to be agreed upon in each case, during construction to the capital account of the railway under the terms of the Indian Railways Act of 1894 (57 and 58 Vict., chapter 12), or the Indian Railway Companies Act, X of 1895.
 - (2) The land required for the construction of the branch railway will be provided free of cost. Such grant shall not include land required for quarrying, ballast, brickfields and kindred purposes.
 - (3) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the usual charges for such works.
 - (4) The results of existing surveys will be made available free of charge. When desired, fresh surveys will be made by the Public Works Department* of the Government of India of any branch railway on the applicants depositing the estimated cost thereof in a Government Treasury, on the understanding that no preferential claim to a concession is thereby established. If permission be eventually given for the construction of the line the actual cost of all such surveys, as well as of those made at the cost of Government, may be included in the capital cost of the railway. No responsibility will be accepted by Government for the accuracy of any survey, plan, estimate, or other information supplied.
 - (5) The branch railway may be constructed by the main line administration, and will be maintained and worked by that administration, during the full currency of the contract to be entered into for the purpose, at a fixed ratio of expenses to earnings in each half-year. The ratio will, when the branch railway is of the same gauge as that of the working railway, usually be that obtaining on the whole system as from time to time existing.

* These will now be made by the Railway Board.

APPENDIX 41—*contd.*

including the branch railways, but will not exceed 50 per cent. of the gross earnings of the branch from all sources, and will be inclusive of charges for the use of the main line rolling-stock.

(6) Such expenses on account of the Board of Direction of the branch line railway company as may be incurred with the sanction of the Secretary may be charged—

(a) during construction to the capital account of the branch line company ;

(b) after opening, and until the minimum dividend under paragraph 2 (vi) (a) or (b) is received by the branch line company, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working railway ; and

(c) thereafter out of the general receipts of the branch line Company.

(7) Railway materials for the branch railway will be carried over State lines at the special rates prescribed for such materials belonging to State railways.

4. The Government of India reserve the right to purchase all such branch railways at the expiry of 21 years or at subsequent intervals of 10 years on 12 months' notice, the purchase price being 25 times the yearly average net earnings, not including rebate payments of the three years preceding the purchase, with a maximum price of 120 and a minimum of 100 per cent. of cost price on a rupee basis.

5. The Government also reserve—

(i) the right to fix and vary from time to time the classification of goods, and maximum and minimum rates for each class of goods, as well as of passengers ; and

(ii) a general control in respect to the number and timing of trains.

6. Applications for concessions to construct branch railways under the terms of this resolution should be submitted in the form prescribed by memorandum A hereto attached, to the address of the Secretary to the Government of India, Public Works Department*.

7. Applications for fresh surveys to be carried out on the terms detailed in condition 3 (4) above should be submitted in the manner prescribed by Memorandum B hereto attached, to the address of the Secretary to the Government of India, Public Works Department*.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab.

The Chief Commissioners of the Central Provinces, Burma and Assam.

The Resident at Hyderabad.

The Resident in Mysore.

The Agents to the Governor General in Central India, Rajputana and Baluchistan.

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

The Accountant General, Public Works Department.

ORDER.—Ordered that this resolution be forwarded for information to the Local Governments and Administrations and to the Officers marginally noted.

Also that it be published for general information in the *Gazette of India*.

W. S. S. BISSET, Col., R. E.,

Secretary to the Government of India.

Documents accompanying.

Enclosure No. 1.—Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with form A and Appendices A, B and C.

Enclosure No. 2.—Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway at their expense by the Public Works Department.

* Such applications should now be addressed to the Railway Board.

APPENDIX 41—*contd.*

Enclosure No. 1 (with Form A and Appendices A, B and C) to Government of India resolution No. 514 R. C. of 1896.

MEMORANDUM A.

For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by the State or to railways worked by companies.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.*

2. All such applications shall be printed, and shall be drawn up, as far as may be, in form A attached hereto, and shall specify—

- (a) the company, person or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share;
- (b) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;
- (c) the length, so far as known, of the proposed railway;
- (d) the gauge, the weight of rails, etc.;
- (e) the motive power to be employed;
- (f) the maximum tolls, rates, and fares proposed to be charged on the projected railway;
- (g) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing railway administration under which the proposed line, when constructed, is to be leased out for working by such railway administration, the exact nature and terms of such agreement;
- (h) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Lists will be published from time to time of the branch railways forming feeders, whether to State lines worked by the State or to railways worked by companies, for the construction of which the Government of India are prepared to receive tenders. Copies of such lists can be obtained on application addressed to the Secretary to the Government of India, Public Works Department.*

6. Upon written application to the Director of Railway Construction permission will also be accorded to inspect, at all reasonable hours, the detailed plans, sections and estimates at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch railways, the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections, and estimates will be furnished on payment of the cost of copying.

7. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

* Such applications should now be addressed to the Railway Board.

APPENDIX 41.—contd.

Form A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

Nature of particulars to be specified.	Particulars.
1 The name of the company, person, or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2 The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	<i>Reference to an appendix (vide appendix A) may be here given, if necessary.</i>
3 The length, as far as known, of the proposed railway.	
4 The gauge proposed and weight of rails, etc.	
5 The motive power to be employed.	
6 The maximum tolls, rates, and fares, intended to be charged on the proposed railway.	<i>Reference to an appendix (vide appendix B) may be here given, if necessary.</i>
7 Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing railway administration.	<i>Reference to an appendix (vide appendix C) may be here given, if necessary.</i>
8 Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX 41.—contd.

Appendix B.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
<i>Passenger fares—</i>		
1st class . . . . .	...	...
2nd class . . . . .	...	...
Intermediate class . . . . .	...	...
3rd or lowest class . . . . .	...	...
	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
<i>Luggage</i> . . . . .	...	...
	Maximum. Pies per mile.	Minimum. Pies per mile.
<i>Carriages—</i>		
Single carriage . . . . .	...	...
	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck . . . . .	...	...
	Maximum. Pies per mile.	Minimum. Pies per mile.
<i>Horses—</i>		
Single horse . . . . .	...	...
	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
<i>Dogs—</i>		
Each . . . . .	...	...
	First 100 miles. Annas.	Every additional 100 miles. Annas.
<i>Parcels—</i>		
Not exceeding 5 seers or 1 cubic foot . . . . .	...	...
" " 10 " 2 cubic feet . . . . .	...	...
" " 20 " 4 " " . . . . .	...	...
" " 30 " 6 " " . . . . .	...	...
" " 40 " 8 " " . . . . .	...	...
For every additional 10 seers or 2 cubic feet or portion of 10 seers or 2 cubic feet . . . . .	...	...
	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
<i>Goods rates—</i>		
5th class . . . . .	...	...
4th " . . . . .	...	...
3rd " . . . . .	...	...
2nd " . . . . .	...	...
1st " . . . . .	...	...
* Coal, edible grain, and other low-priced staples to be carried at special rates . . . . .	...	...

APPENDIX 11.—*contd.*

Appendix C.

Working of proposed branch railway.

No agreement has yet been arranged with any existing railway administration under which the projected branch railway is to be worked ; but when completed, it is proposed to offer the working to the _____ Railway Company on the following terms :—

(i) _____

(ii) _____

(iii), etc., _____

APPENDIX 11—contd.

Or

It has been provisionally arranged with the _____ Railway Company to work the projected branch railway, when completed, on the following terms:—

(i) _____

(ii) _____

(iii), etc., _____

APPENDIX 41—*conold.*

Enclosure No. 2 to Government of India resolution No. 514 R. C. of 1896.

MEMORANDUM B.

For the guidance of persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out at their expense by the Public Works Department*.

1. All applications for the survey of proposed branch or feeder railway routes in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.†

2. All such applications shall specify—

- (a) the company, persons, or syndicate by whom the application is preferred;
- (b) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment;
- (c) the length, so far as known, of the proposed railway;
- (d) the gauge and the motive power to be employed;
- (e) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing railway administration, the nature of the contemplated agreement shall be specified.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show its general course and direction.

4. If the detailed plans and estimates are submitted to Government, these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Upon written application to the Director of Railway Construction permission will also be accorded to inspect at all reasonable hours the detailed plans, sections, and estimates, at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch or feeder railways the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

* These will now be carried out by the Railway Board.

† Such applications should now be addressed to the Railway Board.

APPENDIX 42.

Communication between passengers and the guards and drivers of trains.

No. R. T. ³⁵¹/₇.

RAILWAY BOARD.

To

THE SECRETARIES TO THE GOVERNMENTS OF MADRAS, BOMBAY AND BURMA, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

THE SECRETARIES TO THE GOVERNMENTS OF BENGAL, THE UNITED PROVINCES, AND EASTERN BENGAL AND ASSAM, PUBLIC WORKS DEPARTMENT.

THE HONOURABLE THE RESIDENT AT HYDRABAD.

THE HONOURABLE THE AGENT TO THE GOVERNOR-GENERAL FOR RAJPUTANA.

THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA AND LUCKNOW.

Simala, the 27th June 1906.

I am directed by the Railway Board to inform you that they have had under consideration the necessity for the provision of an effective means of communication between passengers and the guard and driver of the train, and after a very careful consideration they are of opinion that the type of such communication, which is now in general use in England, should be adopted on the railways in India.

2. The details of the type referred to will no doubt be entirely within the knowledge of the various railway administrations here, but a simple description of it is that—

A chain runs along both sides of the inside of each carriage just below the point where the roof meets the sides. The chain can be easily pulled by any passenger having need for so doing, and the effect of the chain being pulled is to open a small valve connected with the vacuum brake which simultaneously calls the attention of both the guard and driver by decreasing the vacuum and would in time stop the train by the application of the brakes. In addition to opening the valve above referred to, a disc at the outside corner of the carriage is actuated. The normal position of this disc is at right angles to the side of the carriage in a horizontal plane, that is edge on. When actuated by the pulling of the chain the disc revolves into a vertical position, and can be seen from either end of the train and locates the carriage from which the alarm has been given. The system has been found to work in England most satisfactorily and is, comparatively speaking, inexpensive.

3. The Railway Board have, therefore, given orders to the three State-worked railways, *viz.*, North-Western, Oudh and Rohilkhand, and Eastern Bengal, to at once apply this means of communication to all new and re-built stock for all classes of passengers, and in addition the communication will also be fitted to all existing stock of all classes as rapidly as possible.

4. It will be readily understood that in a matter of this kind uniformity, which also means interchangeability between all classes of stock of the same gauge, is a vital necessity and as the type of communication approved by the Board has stood the practical test of experience satisfactorily, they desire that the type shall be made universal so far as the railways in India are concerned.

APPENDIX 12—concl'd.

5. The Railway Board consider the provision of an effective means of communication between passengers and guards and drivers a matter that affects the safety of the public travelling by railways, and under Section 62, Chapter VI of the Indian Railways Act of 1890, they require all railways to adopt the above type of communication on all classes of their carriages now under construction or to be built either as additions or renewals, and that such type of communication be fitted to all existing carriages of all classes within two years from the date hereof.

Nd. R. T. ³⁵¹/₈, dated Simla, the 27th June 1906.

Copy forwarded to the Managers, North-Western, Oudh and Rohilkhand, and Eastern Bengal State Railways, for information and necessary action.

APPENDIX 43.

Rules for the design and inspection of Signalling and Interlocking.

No. R. S. 87—3.

RAILWAY BOARD.

1. THE CONSULTING ENGINEERS FOR RAILWAYS, MADRAS, BOMBAY AND BURMA.
2. THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA AND LUCKNOW.
3. THE MANAGERS, NORTH-WESTERN, OUDH AND ROHILKHAND AND EASTERN BENGAL STATE RAILWAYS.

Simla, the 17th August 1906.

With reference to correspondence ending with

11th April 1905.
 2nd March 1905.
 dated 1st December 1905.
 6th March 1905.
 18th January 1905.

Senior Govt. Inspector's No. 1508, dated	
your	No. 890, dated
Senior Govt. Inspector's No. 2404-70-C.R.,	
Senior Govt. Inspector's No. 1092, dated	
your	No. 381-T., dated

I am directed to forward herewith a set of rules for the design and inspection of Signalling and Interlocking, and to say that the object in compiling these rules is to guide signalling manufacturers in meeting the requirements of Railway Administrations and Government Inspectors in passing the installations put up for ensuring safety to traffic. These rules take the place of the orders which were issued in Director of Railway Construction's No. 251-R.S. dated 17th February 1902, and Rules referred to in questions 47 and 50 in Form IX mentioned in Chapter II, Section (2) of the Rules for the Inspector of Railways prior to opening.

2. I am accordingly to say that the Railway Board authorise their adoption and will take the opportunity to include them in the next edition of the Rules for Inspection of Railways prior to opening.

Documents accompanying.

Set of Rules referred to.

APPENDIX 43—contd.

SIGNALLING AND INTERLOCKING.

SECTION I.

The following conditions are essential to any system of interlocking.

1. It shall not be possible to lower conflicting signals, at the same time.
2. Warning Signals, Home Signals, Routing Signals, and Starting Signals, where provided, shall be interlocked with the points in the station, so that it shall not be possible to lower any such signal until—
 - (i) all points on the running road are properly set,
 - (ii) all facing points on the running road are locked by a lock fixed at the points,
 - (iii) all points giving access to the running road from sidings and goods lines are so set as to prevent the running road being fouled,
 - (iv) level crossing gates, if controlled, are locked across the roadway.
3. With reference to rule 2 above, the lowering of the Signal shall prevent—
 - (i) the position of any of the points or traps referred to being altered, or
 - (ii) any facing points or gates being unlocked, until the Signal is again put to danger.
4. When all signals are at "Danger," all points, which would be locked by the lowering of such signals, must be free for shunting purposes.
5. The arrangement of Facing Point Locks must be such that the points cannot be or become unlocked whilst a train is passing over them.
6. Facing Points which cannot be protected by trap switches from being burst trailing, must be detected each time the Home Signal is lowered.
7. It must be impossible to lower a Warner until all Main Line Signals in advance have first been lowered, the lowering of the Warner must back lock such signals except that when the Outer is worked from the points and the Warner from the cabin or platform, the Warner need not back lock the Outer.
8. When the Outer Signal is worked from the points and the Home Signal from the cabin or the platform, it shall not be possible to lower the Outer until the Home has been lowered, and the lowering of the Outer shall not back lock the Home. The arrangement must be such that when the Home is put back to danger the Outer shall be automatically returned to danger. Except that if desired, arrangements may be made to allow of the interlock between the Outer and Home Signals being released, under the control of the Station Master for the purpose of bringing a train up to the Home Signal.
9. Points and Facing Point Locks must be worked by rodding and not by wire or other flexible connection.
10. The normal position of every signal shall be at danger, except in the case of Calling-on arms, and no Signal shall be used unless it is constructed to stand at, or return to, the normal position in case of failure of any part of its connections.
11. The arrangement must be such that the control effected by the interlocking cannot be vitiated even if a signal wire be out of adjustment or forcibly stretched.
12. The locking in a lever frame must act as soon as a lever is moved, and release must not be effected until it reaches the end of its travel.
13. All Facing Points must be fitted with an efficient gauge tie bar at the nose of the switches and be provided with double stretcher bars.

APPENDIX 43—contd

SECTION II.

It is desirable that the following conditions should be complied with.

14. The design of a station yard should be such as shall, where possible,* provide for the isolation of running roads from each other, and from all sidings and goods lines. But where the connection of sidings and goods lines with a running road is direct, and no other means, therefore, exists of denying access to such running roads to vehicles on a siding, traps must be provided on the siding and shall be treated as points as in rule 2 (iii) above. Such traps shall be protected by signals or indicators, and shall be fixed at a sufficient distance short of the fouling point, and in such a position as regards the side of the track on which they are fitted, as shall ensure that an engine or vehicle derailed at the trap shall not foul the running road. An efficient derailling scotch block shall be considered a trap for the purpose of this rule. For the purpose of this rule and of Rule 2 above all loops or lines which are not signalled for running trains shall be considered as sidings.

15. Except where *duly qualified* Cabinmen are employed the Station-Master must be provided with an efficient control, so that it shall be impossible for any signal controlling the movements of trains approaching or leaving the station, to be lowered without his consent and *co-operation*. In the case of crossing stations on Single Line no mechanical control shall be considered efficient unless it provides for the *independent* control of each of the Home Signals.

16. When Signals are fixed some distance in advance of Facing Points to which they refer, the arrangement should be such as to render it impossible, within reasonable limits, to put the Signal to Danger behind a train and then unlock the points before the train reaches them.

17. The *act* of putting the Warner to Danger must not release the trailing points at the far end of the station.

18. The *counterweights* of Signals should be fixed high up the post out of reach, unless the arrangement is such that the signal cannot be lowered by raising the counterweight.

19. Ordinary Facing Point Locks shall be provided with a treadle bar of greater length than the greatest distance between two consecutive pairs of wheels in a train. Such bars to rise level with the top of the rail in the case of inside treadle bars, and at least one inch above it in the case of outside bars, in the centre of the travel.

20. All Facing Points, the locks of which are actuated by separate levers and which are locked in *either* position, shall be provided with efficient detectors working in connection with the signals controlling trains running over such points in the facing direction. *

21. All Facing Points which are worked and locked by the same lever shall be provided with efficient detectors working in connection with the signals controlling trains running over such points in the facing direction.

22. When points are not locked from the place from which the signals are worked, the control by means of any detectors fitted to such points should extend to the locking arrangements as well as to the actuation of the points.

23. Except with the previous sanction of the Government Inspector, the following maximum distance at which points may be worked from the lever shall not be exceeded :—

Trailing Points, or Facing Points, worked by a separate lever	...	300 yards.
Facing Points worked and locked by the same lever	...	200 yards.

22. Rodding must be properly compensated in all cases where the lead exceeds 80 feet.

25. In the case of Key-locked Facing Points the locks shall be so placed as to be inaccessible during the passage of a train over them unless the

APPENDIX 43—*contd.*

arrangement is such that the key, being required for the release of the Signals, cannot be brought to the points when Signal is "Off" or for an appreciable time after it has been put to Danger.

* 26. Key locks where used must be connected to the track in such a manner as to ensure the necessary rigidity.

27. Important Signals should be fixed in such position, and at such height above rail-level, as will ensure their being *clearly seen* by Drivers, having regard to the nature of the background and relative height of Subsidiary Signals. Every Signal must, if possible, be visible from the Signal cabin or point from which it is worked, otherwise efficient *repeaters* should be provided.

28. All interlocking gear must be of strong and substantial construction. The apparatus must be such as can easily be maintained in an efficient condition under ordinary conditions of working.

SECTION III.

*Instructions regarding Signals and Interlocking gear generally.**Locking frames and cabins.*

29. The locking in a frame should be compactly arranged, and should not occupy such space in front of the levers as will prevent the cabinman having the best possible view of the railway, nor such space at the back as will prevent him standing well up to the levers. The locking should be easily got at for cleaning, lubricating, alterations or repairs, as far as possible without interfering with the working of the frame. There should be as few wearing parts as possible, and all parts should be interchangeable. The frame should not only be effective in working, but should be strong, durable, as simple as possible in construction and capable of extension if required.

30. The levers should be painted with distinguishing colours, and each lever in addition to its own number should bear the numbers of the levers which must precede it, in the proper order. In the case of tappet locking the arrangement must be such that no lock can enter a notch other than that for which it is intended. A sufficient number of spare levers should be provided.

31. When points and signals are worked from signal cabins, these should be at such height above rail level as will ensure the Signaller having a good view of the points and signals under all conditions.

32. The fixed lights in signal cabins should be screened off so as not to show in the direction of approaching trains.

33. Each signal cabin should be provided with a clock and with a proper diagram showing the arrangement of points and signals worked from the cabin in their normal position, with their numbers.

Signals.

34. Signals shall be used whenever and wherever they are ordered by special instructions.

* 35. Every Stop Signal shall be fixed at the point at which it is desired the train to which it refers shall stop.

36. A signal arm shall be placed on the left hand side of the post as seen by the Driver of an approaching train to which such signal refers.

37. Signals shall be fixed on the side of the line on which they can best be seen by Drivers of approaching trains, but the left hand side of the track is to be preferred unless the sighting is greatly interfered with.

38. Signal arms shall be painted red with a white bar on the side facing trains to which they refer, and white, with a black bar on the other side. On Warning Signals the bar is to be parallel with the notching.

39. Signal arms referring wholly to lines which are not used for passenger traffic may be distinguished by rings.

APPENDIX 13—*contd.*

40. Signal arms not in use shall be distinguished by having two crossed bars attached to them, and must remain fixed at Danger.

41. Where two or more lines diverge, the Signal shall be fixed on a bracket post.

42. Where two or more lines converge, the Signals shall, where possible, be fixed on separate posts.

43. But in both the above cases, where the number of Signals is considerable, they may be fixed on separate posts or dolls carried on a signal-bridge provided for the purpose.

44. In the case of all bracket or bridge signals, the left hand Signal shall refer to the left hand road, the second Signal from the left to the road next the left hand road, and so on.

45. Signals on brackets and bridges shall be distinguished as much as possible by *grouping* and by making the more important Signals *higher* than the less important.

46. Signals referring to parallel tracks should as far as possible be arranged in transverse line.

47. Signals should be so fixed that the distance between the lamps of adjacent Signals shall in no case be less than 6 feet, except in the case of platform starting, or other subsidiary Signals.

48. Not more than one Signal referring to trains moving in the same direction (whether on the same track or on separate tracks) shall be placed on the same post, unless—

(a) there be only two Signals on the post and the lower Signal is a Warner fixed from six to seven feet below the other Signal, or

(b) the lower Signal is a Co-acting Signal or Calling-on Signal fixed at least fifteen feet below the next Signal, or

(c) the sanction of the Government Inspector has been obtained.

49. Important Signals should ordinarily have the arm not less than 24 feet above rail-level, and should conform to the following minimum dimensions:—

(i) length of arm from spindle	...	...	...	4' 6"
(ii) width of arm	...	..	...	10"
(iii) diameter of front lens	...	...	...	5"

50. Platform or loop starting Signals, and subsidiary Signals generally shall have a *short* arm fixed, as a rule, not more than 18 feet above rail level.

51. Pulleys for wire must be of such construction that the wire cannot be jammed between the pulley and bracket.

52. Lofty Signals, or Signals in exposed situations, should be guyed ; means for adjustment of guys should also be provided.

53. Signal connections should be of approved pattern galvanized strand or solid steel wire. The stakes for carrying wire should not be more than 36 feet apart. Junctions of wire with chain or shackles to be made with thimbles.

54. Every angle wheel should be provided with not less than 3' 6" of chain (not less than $\frac{1}{4}$ "), the ends of chains to be provided with split links.

55. Signal wires should be provided with adjusting screws, but where the lead exceeds 1,000 ft. an efficient regulator to be provided, placed so as to be within easy reach of the man working the signals.

56. Electric Signal Repeaters where provided should be of the three position type.

57. The Front lenses of subsidiary Signals, and the back lights of all Signals, are to be as small as possible consistent with efficiency.

APPENDIX 43—*contd.*

58. (1) Every fixed Signal, the light of which cannot be seen from the point from which the Signal is worked, must be provided with a back-light or tell-tale, by which the Station-Master may see whether the light is burning or not.

(2) Back-lights of Signals must show a small white light when "on" and no light at all in any other position.

(3) When a Warner is used by itself, its fixed green light must show a white back-light.

59. The lamps of all Signals should be fixed and ladders provided for lighting and cleaning them. Except under special instructions the front spectacle frame must be rigidly attached to, and work on the same spindle as the Signal arm.

60. Miniature and Dwarf Signals used to control shunting shall show the same front and back-lights as are prescribed for Signals, but front lenses shall not be more than 3" diameter or back lenses more than 1½" diameter.

61. Point indicators shall show a white light for the straight and green for the turn-out in both directions.

62. Point indicators used to protect and indicate the position of traps shall show a red light in front when the trap is open and green when it is closed; back-lights, white when the trap is open, green when the trap is closed.

Points.

63. Facing Points should be avoided as far as possible, but when they cannot be dispensed with they must be placed as near as practicable to the levers by which they are worked or locked.

64. Adjusting cranks should be used on the last connection to each pair of points Facing Point Lock, or other apparatus worked by rodding.

65. Travelling rollers of approved pattern should be used for all rodding connections and be fixed not less than 7 feet apart.

66. An adjusting screw or turnbuckle should be provided in each rod connection.

67. Where detectors are used it must not be possible for a detector slide to enter a notch other than that which it is intended for.

68. The keys used in key-locking should be of such a size as to minimise the chance of their being mislaid or broken.

SECTION IV.

Instructions for Government Inspectors.

When inspecting an interlocking installation, the Government Inspector must satisfy himself upon the following points:—

1. That the locking in the frame corresponds with that shown on the locking table.
2. That the diagram correctly represents the arrangement of the yard, especially as regards the normal position of points.
3. That before any Signal can be lowered, the running road to which it refers must be correctly made and locked, and that after the Signal has been lowered, no points or traps giving access to that road from sidings can be moved so as to allow the running road to be fouled.
4. That conflicting Signals cannot be lowered at the same time.
5. That all Signals are visible from the cabin or frame, or are provided with efficient repeaters.
6. That the Signaller has a good view of all points worked from his cabin.

APPENDIX 43—concl'd.

7. That Signals come fully ~~to~~ when lowered, and return freely to the danger position.
8. That when there are slotted or controlled Signals, the Signal can be returned to danger freely, by either of the levers by which it is controlled.
9. That in the case of a stop arm controlling a Warner below it, the Warner cannot be lowered unless the upper arm is "off," and that when the upper arm is put to danger the Warner, if "off" returns freely to danger, as well as the upper arm.
10. That Facing Point Locks are so set that the insertion of a $\frac{3}{16}$ inch rod between the switch and stock rails, 6 inches from the nose of the former, prevents the points being locked.
11. That Facing Point Lock Plungers when withdrawn, clear the Stretcher blade by not more than $\frac{1}{2}$ inch, and that the stroke of the plunger is not less than 6 inches.
12. That all switch and lock movements are adjusted to make full travel and require a lever to spring connections slightly before it is fully home.
13. That switches are adjusted to come tight against stock rail.
14. That when detectors are fitted each switch rail is detected independently either by separate detector blades or by means of a floating lever. Except that where a Facing Point Lock locks each switch independently separate detector blades are not necessary.
15. That treadle bars are of proper length as laid down in the rules given above, and rise to the full height in the centre of the travel.
16. That all cranks, locks, detectors, compensators, wheels, etc., are securely fixed to substantial bases fixed in concrete or attached to the sleepers.
17. That rod rollers are attached to timber cast-iron or stone blocks, or branches, let sufficiently into the ground to secure the necessary rigidity.
18. That leading off gear of cabins is securely fixed to heavy timber, or concrete.
19. That proper rules or instructions are provided for working.
20. No Interlocking Installation shall be passed by a Government Inspector unless the conditions laid down in Section I are fully complied with. But *unrestricted* speed through stations should not be allowed unless the conditions specified in Section II are complied with as well. It will be open to the Government Inspector to impose a restriction, if he judges it to be necessary, in cases where any of the Rules laid down in Section III have not been complied with.

